The New-York Times.

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IMPORTANT FROM EUROPE.

Arrival of the Arago at this Port and the Europa at Halifax.

THE BRITISH AGGRESSIONS BEFORE PARLIAMENT.

OVERHAULING AMERICAN SHIPS DISAVOWED.

OPINIONS OF THE ENGLISH PRESS.

Lord Brougham on the Slave-Trade.

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Decline in Cotton—Cereals Unchanged.

The steamship *Arago*, from Southampton on the 2d of June, arrived at this port yesterday morning.

The U. S. steamship *Europa*, Capt. Lenox, from Liverpool at 10 o'clock on the afternoon of the 9th inst., arrived at Halifax at 12½ o'clock, yesterday afternoon, bringing three days later news than the *Arago*.

The Europa reports, 8th inst., off Mariners, passed steamship Persia, steering south; also, American bark Miller, bound northwest. On the 14th inst., lat. 46°, lon. 37°, passed brig *Joseph Adrien*, steering south; also, schooner Compeer, standing north.

The Europa brings a detachment of nine officers and one hundred and sixty-four privates for the 62d and 63d Regiments.

The *Vanderbilt* arrived off Cowes at 2 A. M., Wednesday, June 2.

The steamships *City of Washington* and *Anglo-Saxon* arrived out at noon on the 3d inst.

Among the *Arago's* passengers are T. Buchanan Read, Dr. Wells, of New-Haven, and family, the family of Mr. Hoare, and Mr. Charles Chaloa, Spanish Vice-Consul.

The *Arago's* advices from London are the same date as those brought by the *Nova Scotian*, and telegraphed from Cape Race.

The *Times* says: "The Eastern Steam Navigation Company propose to raise £220,000, required for the completion of the *Leviathan*, by granting annuities of £5, transferable in eight years for a payment of £50. They have also decided that the vessel shall be permanently employed in the trade between England and America. Portland, in the State of Maine, is to be the American port, and Holyhead or Liverpool will be selected on this side. The passage is hoped to be regularly accomplished in seven days, and it is considered that seven or eight voyages out and home may be performed yearly. An estimate is put forward of probable earnings, showing a net profit of £17,700 per voyage. In this it is assumed the number of passengers each way will be 2,100, and that the fares should be £21, £12 and £6, for first, second and third class."

The *Chronicle* says: "The Mormon agents in England have stopped emigration from Europe during the pending difficulty, but probably will resume operations as soon as it is decided to what quarter they shall direct their steps."

The Atlantic Telegraph Fleet returned to Plymouth from their experimental trip on the 3d instant. The experiment of paying out the cable in water nearly three miles deep, and much deeper than it is anywhere between Ireland and Newfoundland, was entirely successful, and the new machinery is pronounced perfect. The operation of splicing was performed four times and the cable was payed out at the rate of seven to eight knots per hour. The expedition finally starts from Plymouth on the 9th or 10th of June.

Government had chartered twenty additional ships to convey troops to India, and it was said that 25,000 men, including four cavalry regiments, were to be sent out without delay.

Messrs. Rawson, Son & Co., of London and Liverpool, with branches in India and China, and largely engaged in the Eastern trade, had suspended with liabilities estimated at £700,000 sterling, assets said to be ample. The failure was caused by depreciation in certain produce, and failure of expected remittances.

The Government has instructed the Post-Office authorities to make up a mail for the steamer from Galway to New-York, and the United States have been invited to dispatch a return mail by same conveyance.

A trial trip of the *Indian Empire*, one of the new Ocean American steamships for the Galway line, took place on the 26th ult. The ship made 12 knots. A distinguished party were on board, including Mr. John Cox Lewis, of Manchester, the projector of the line. A handsome dejeuner was served on board, and, in answer to a toast in his honor, Mr. Lewis entered into explanatory details of the new project, which, under the title of "The Atlantic Steam Navigation Company," contemplates a fortnightly line of vessels between Galway and the American continent, carrying the Irish mails, of which the *Indian Empire* is to be the pioneer. He explained his object to be to accomplish the passage from Galway to Halifax in eight days, and to carry passengers and letters at a considerable reduction from existing rates.

The Paris correspondent of the London *Times*, writing on the 26th of May, says:

"M. de Pene, the victim of the duel with Sub-Lieutenant Bruneau, is to-day reported better, but no well-founded hope is felt of his ultimate recovery. Bruneau and Cousinet (the latter a near relative of the Minister of the Interior, and whose conduct in the first duel was admitted to be honorable) were summoned to Versailles. The officers of the garrison gave them an entertainment, and it is said that a toast was drunk to the defenders of the army, with some smart remarks about journalism and journalists. The animosity between the military and the opposite element, the civil, grows stronger and stronger, and increases the existing discontent. Among the men of sense and honor in the army who have disapproved in very decided terms the second duel, is General MacMahon. The law officers are determined to follow up the affair vigorously."

Rioting was taking place almost nightly in Belfast on a large scale. Places of worship and private houses had been attacked, and a considerable amount of property destroyed. The military and police were engaged in quelling the factious fights.

The following United States Consuls had been officially recognized: Samuel Ward, at Bristol; George R. Wise, at Bay Islands, and Albert G. Catlin, at Prince Edwards Island.

The Globe's Paris correspondent says the Circassians have beaten a Russian division, and taken a gun-sloop.

There is nothing later from India.

The Bombay mail of May 8 had been received in England, but the details add nothing important to the telegraphic summary per the *Nova Scotian*.

The *Chronicle* has the following: "The intelligence from China relates almost entirely to the movements of the diplomatists. The Russian envoy, Count Putiatin, arrived at Shanghae in the steamer *Amerika*, on the 23d March; the United States Commissioner, Mr. Reed, by the *Minnesota*, on the 24th; the Earl of Elgin, by the *Furious*, on the 25th; the French Ambassador, Baron Gros, by the *Audacieuse*, on the 26th."

At a meeting of the creditors of R. Bainbridge & Co., of London and New-York, after considerable delay and long negotiation, an arrangement was come to, to pay all claims under £10 in full, in two months from March 1? next; 12s. 6d. on claims between £10 and £100, in six months from March 20 next; and 15s. 6d., in four installments, extending over two years, on debts of $100 and upwards.

A guarantee was at first positively refused, and it was only after repeated pressure that certain securities were obtained, worth about £10,000, or nearly 2s. 6d. on the pound of the composition.

The *Post* says that the close of the Paris Bourse was very gloomy on Friday, except as regards the Rentes, which kept its ground comparatively well. Other securities gave way in consequence of important sales. Some defaulters were spoken of, and this circumstance probably assists the downward movement.

The *Times* city article of Friday evening reports the funds full and no change in money.

THE BRITISH AGGRESSIONS IN ENGLAND.

Views of the English Press—The Question Before Parliament—Acts of the Cruisers Disavowed.

The London papers, received by the *Arago* make no comments on the reports which had reached them of the late aggressions by British cruisers in the Gulf of Mexico. The London journals take the accounts from the New York Times, and the London Globe in publishing them, merely says that "all the New-York papers have leading articles, written in a most angry spirit, on the present age of the British cruisers in overhauling American vessels." Our London correspondent also publish the proceedings in the Senate on this subject, but make no comment thereon.

In its West India news the London *Times*, announcing the seizure of the *Cortes*, which created such an excitement here, says: "Another fine schooner called the *Cortes* has been captured by the *Forward* gun-boat off the coast of Cuba, being engaged in the Slave-trade; she has arrived at Port Royal."

The London papers, however, by the *Europa* make some allusion to the prevalent excitement in this country. The *Times*, in a leader on the searching of American vessels, reiterates its objections against the policy of maintaining a squadron which has proved so ineffectual for the ends in view. It says, whatever the right of the case may be, and however far Americans may be ready to go, at present, for peace sake, we cannot but look forward to a day when it will be more disagreeable, and at the same time more unnecessary, for the Americans to submit, and a still greater let-down for our pride to give way. After passing some censure upon the apathy of the American Government in the suppression of the Slave-trade, it concludes as follows: "We do not compel her to the virtue she has not; before very long the mere attempt must bring on a fearful war. Is there no such thing as giving up a crusade which began with being optional and is found to be ineffectual? Is nothing to be surrendered except after the loss of 20,000 lives on both sides, and thirty millions of money? *Is there no other use equally benevolent to which we could put the half million and valuable lives annually sunk in those squadrons?*"

In the City Article of the *Times* some reflections are made on the same subject, and it is asked whether supposing America to be unwilling to find ships for the Slave-trade, if the squadron might not make an agreement for one or two American officers to be received as permanent guests on board British vessels while serving on such duties, and for all searches to be conducted under the auspices of such American officers.

The *Daily News* editorial, on the same subject, regards the affair as a disagreeable one, but thinks it is premature to jump at conclusions without hearing both sides of the question. It discredits the reports made by some of the American Captains.

The same paper draws a contrast between the serf emancipation policy of Russia and the slave-policy of America, and incidentally reviews the career of Toussenerff and Edward Everett, upon the latter of whom it casts some bitter reflections.

The London *Post* thinks if injury has been sustained, *England cannot refuse the reparation demanded by* Cass; and calls for such forbearance in the matter complained of as will not endanger the friendly relations between the two countries.

The London *Star* thinks the danger is imminent *unless the British Government recede from its untenable position.*

The *Times* has another leader in favor of putting an end to the Anti-Slave-trade crusade, on the ground that it will inevitably soon bring on a serious collision between England and the United States.

THE BRITISH AGGRESSIONS ON AMERICAN COMMERCE.

HOUSE OF COMMONS—May 31.

Mr. Lindsay thought that the present discussion had been unduly prolonged. [Hear, hear.] He wished to call the attention of the House to a state of feeling on the part of the people of the United States which required the attention of the House, and which had arisen from the fact that certain ships of the United States had been boarded and fired into by British cruisers. It was alleged that a boat belonging to a British man-of-war had entered Sagua la Grande, a port on the south coast of Cuba. This boat was manned by 15 British seamen and commanded by an officer. It boarded one Spanish and twelve American vessels that were in the harbor, demanded a sight of their papers, inspected the holds, and in some cases went to the extent of boring casks in the holds. This was done, not in one of the creeks where suspicious vessels were likely to rendezvous, but in a port of trade. In other cases vessels were boarded, fired into, or searched. Intelligence of these acts arrived by the mail on that day week, but further information had been received by the mail that morning. He was one of those who could not contemplate the possibility of war between the two countries so nearly allied by commerce, but the Government ought to do something to allay the angry feeling which existed in the United States on this subject. [Hear.] The papers of that morning stated that the United States Government had given orders to the various Collectors of Customs to report all outrages committed by the British in the Gulf of Mexico. Orders had also been issued to fit out the frigate *Saratoga* at New-York, and the brig *Dolphin* at Boston, for strengthening the Gulf squadron. These vessels might come into collision with the British men-of-war, and a state of things might arise which the people in both countries would deeply deplore. It was further stated that the President had demanded explanations from England and Spain in reference to the search and visitation of American vessels in the vicinity of Cuba and its harbors. The captain of the American brig *Wiscold*, which arrived at Boston on the 16th, reported that on the 30 h of April, after leaving Sierra Morena, he was fired into by a British cruiser. One of the balls was buried in the mainmast, close by the captain's head. This vessel was afterwards boarded by a fully-armed boat's crew, which insisted on examining the brig's papers. It might be that these vessels were supposed to be engaged in the Slave-trade, but he did not see how British cruisers were justified in boarding indiscriminately vessels in port. He wished to ask whether it was the fact that several merchant-vessels belonging to the United States, engaged in the trade with Havana or with the west coast of Africa, were fired into, boarded, searched and detained by British cruisers, and, if so, by what authority and under whose instructions the commanders of these ships had acted?

Mr. Walpole said that some of the facts mentioned by the honorable gentleman had now reached the ears of the Government for the first time. He should feel obliged by the honorable gentleman giving notice of his question for to morrow.

HOUSE OF COMMONS, Tuesday, June 1.

Mr. Lindsay begged to ask the Under-Secretary of State for Foreign Affairs whether it was the case that several merchant-vessels belonging to the United States, engaged in the trade with Havana, or with the West Coast of Africa, had been fired into, boarded, searched, and detained by British cruisers; and if so, by what authority, or under whose instructions, did the commanders of those ships so act?

Mr. S. Fitzgerald regretted that he could not give a satisfactory answer last night to the question of the honorable gentleman, as he was aware the honorable gentleman was anxious that some answer should go out by the mail which left this evening. He begged to say that in reference to the cases which the honorable gentleman stated to the House last night, the Government had no official knowledge of them whatever. The statement, merely cut out of a New-York newspaper, had been forwarded to the Government by the British Ambassador at Washington. With regard to one case, that of the *Cortes*, *he had come to a different conclusion from that of the American newspapers, and was inclined to think that the capture was properly made.* With regard to the other cases, he could only say that Her Majesty's Government would deeply regret that any such occurrence should have taken place, and that they were as anxious as the Government of the United States that no such occurrence should take place. The real difficulty arose from the fact that slavers almost invariably hoisted the American flag. Her Majesty's Government had signified to the Government of the United States that they were ready to adopt such measures as the latter might suggest to meet that difficulty. *Orders had been already sent out by the Admiralty, giving peremptory instructions to our officers to observe the utmost caution, and those instructions would again be carefully repeated.* [Hear, hear.]

HOUSE OF COMMONS, June 4.

Mr. Wilson asked whether there was any objections to lay upon the table the correspondence between the British Government and that of the United States respecting the Slave-trade.

Mr. Fitzgerald replied that the American Government had made grave charges against certain British officers, but no official accounts had been received from those officers. He could only say that if occurrences such as those complained of *has occurred they would be viewed with the deepest regret by the Government and immediate explanations given.* The fullest information should be laid before Parliament as early as possible, meanwhile he had only to add that orders had been sent out to the officer in command of the squadron *in the Cuban waters to make every inquiry into the subject, and that the greatest caution and forbearance should be exercised towards vessels bearing the American flag.*

Miscellaneous Proceedings in Parliament.

RELEASE OF EDITOR WILKES—PASSAGE OF THE PROPERTY QUALIFICATION AND ATLANTIC TELEGRAPH BILLS—THE ARMY BILL—THE INDIA AND CHINA QUESTIONS—ARREST OF CAPTAIN JUDKINS IN NEW-YORK.

On the 2d inst., in the House of Commons, Washington Wilkes, the Editor who was imprisoned for a breach of the privileges of the House, was discharged, having withdrawn the libelous charges made in his journal.

The bill abolishing the property qualifications of members of Parliament was passed through the Committee.

On the 3d, in the Commons, the Atlantic Telegraph Company bill was read a third time and passed, as also the Property Qualification bill.

Mr. Roebuck gave notice that he should shortly call attention to the whole subject of the Hudson's Bay Company.

The Chancellor of the Exchequer, in reply to Mr. Grogan, said that it would not be convenient to lay before the House the Correspondence with Turkey on the subject of the Suez Canal.

Sir J. Walsh asked wether it was in the contemplation of the Government to take any steps in consequence of the resolution of the House in favor of placing the whole administration and control of the army under the individual authority and control of a single Minister.

Mr. Disraeli said, that the division on the subject was taken in a very thin House, and as the majority was so small (only two) it was not the intention of the Government to recommend any steps to be taken in consequence of the vote given on that occasion.

Mr. Disraeli, in reply to a question, said there had been no rupture of the negotiations which had been opened with the Emperor of China; on the contrary, what the Emperor had done was this: He had not sent to Lord Elgin at Shanghae, but had sent a message requesting Lord Elgin to meet his messenger at Canton. Lord Elgin, however, had then gone north. He could not lay Lord Elgin's instructions on the table, because, as we were acting with allies it would be inconvenient to the public service.

Mr. Fitzgerald stated that Mr. Tulin, a foreigner had been appointed British Consul at Mobile, solely on the ground of public service to Great Britain, although a certificate of naturalization had been refused him in England.

General Peel, in reply to an inquiry, confirmed the report that Mr. Elliot, military storekeeper at Weedon, had absconded, and sailed for America in the steamer of May 22, and stated that the amount of his deficiency had not been ascertained.

On the 4th inst., in the House of Lords, Lord Derby intimated that the Governor-General of India was supreme in military as well as civil matters, and that he had no reason to believe that any difficulties had ever taken place between Sir Colin Campbell and Lord Canning.

In the Commons a variety of questions were put to the Government.

Mr. D'Israeli, in response to inquiries by Lord John Russell, as to the affairs in China, said it was impossible for him to afford any fresh information upon the subject. The present Government had extended to Lord Elgin the same wide discretion given him by the former Government, but they were not aware of his motive in proceeding to the northward after he had been invited by the Chinese Government to repair to Canton, and what demands he had required from the Chinese Government they could not say.

Mr. Bright remarked that the original question concerned only great Britain, and the power of the country was amply sufficient to vindicate its honor, without entangling it in complicated relations with France, Prussia and the United States. He strongly urged the Government to bring the matter to a speedy termination. England was now at war with one-half the human race, and had fifteen thousand men and seventy ships in China, and he doubted whether the operations would be attended with the slightest benefit to trade.

Sir J. Packington said it was intended to reduce the force in the East at the earliest practicable moment.

Mr. Horsefall asked whether the Government had any information of the arrest of Captain Judkins, of the *Persia*, at New-York.

Mr. Fitzgerald replied that the Government had received no official information of Captain Judkins' arrest.

Lord Brougham and the Slave-Trade.

The annual meeting of the British and Foreign Anti-Slavery Society was held in London on the 29th ult., Lord Brougham presiding.

The Secretary, in giving an abstract of the Society's annual report, said that a sum of £400,000 had been paid by England to Spain, to compensate her for the losses which she would sustain by the emancipation of her slaves, and the Society considered the time had arrived when measures should be adopted by this country to compel Spain to pursue an honest course in this matter. From information received by the Society, it appeared that the number of slaves annually landed in Cuba *was not less than from fifteen to twenty thousand.* The native trade of Africa was greatly increased. Not less than 20,000 tons of palm oil had been shipped from the Bight of Benin, and the exports of cotton had in seven years increased from 230 pounds to 4,000,000 pounds. An attempt was being made to revive the Slave-trade m France, under the insidious guise of importing free laborers from Africa. Active measures had been taken by a certain party in this country to introduce a similar plan, to which the attention of the Society was most energetically directed.

Lord Brougham, on rising to address the meeting, was received with loud cheers. The noble and learned lord repudiated all claim to the merit of having had a principal hand in the abolition of the Slave-trade. It was to Thomas Clarkson and his worthy co-operators, the Society of Friends, aided by Wilberforce, that that great work was due primarily, but ultimately to the Ministry of Mr. Fox, Lord Grenville, and Lord Grey, in 1807, who, as their last act before quitting office, which an absurd cry of intolerance compelled them to do, introduced the Act for the Abolition of the African Slave-trade. Unhappily (said the noble lord) that was sought to be accomplished by pecuniary penalties alone, and when I found two or three years after that these penalties were not sufficient—because in the gambling nature of men, and of slave-traders included, they could well afford to lose five cargoes of slaves by confiscation, and to pay the penalties of seizures, provided one out or six cargoes escaped and brought them the enormous profits which that unnatural traffic created—it seemed to me fit—and it is in that respect only that I can be said to have had any effectual hand in the carrying out of this great measure—that it should be treated no longer as a mere revenue question, as one of penalties and confiscation; but as one of penal law, and an act to be punished as a crime. How could I, then, do otherwise than listen to the call to break through my rule which for many years I had laid down to myself, not to attend public meetings, and attend here to-day? [Cheers.] When I found that in other countries on both sides of the Atlantic, there were attempts making to revive that traffic and go backward to slavery itself, it seemed to me that the time had come, I will not say to show that in our "ashes live their wonted fires," [cheers,] but that we had awakened from the slumbering of advanced age—awakened before descending into that state of slumbering, feeble, unreasoning and narrative old age, and that before descending thereinto I should add one effort more to the great cause. [Cheers.] The antiquity of the system of slavery has been urged in its favor, and has been even transferred to the slave-trade itself by some fo the statesmen of America in a late debate in Congress. When speaking of the peasantry, as they call the slaves, they say that they are a peculiarly happy and comfortable people, and that their situation is one which the peasantry of any other country might envy. There is one subject upon which I must be permitted to say a word—I mean the scheme of what is called free emigration from the coast of Africa. [Cheers.] *It is the greatest abuse of language to talk of free emigration from the coast of Africa.* I lately had occasion to see some most respectable and gallant officers who had served in the French navy during the Crimean war, and who had lately been on the coast of Africa as superintendents of the shipment of those so-called free negroes. I found from them that the mortality on board the vessels—with all the excellent regulations of the French Government—on a 30 days' voyage from Africa to Guadaloupe and Martinique *was as much as* 10 *per cent. vs those* 30 *days.* On my asking how the men were obtained, *I learnt that every one of them was a slave*, purchased for the purpose of being taken on board the French ships. They were slaves brought up to the coast from the interior, and then liberated, in order to be put on board under indentures, which these poor negroes, being no doubt excellent French lawyers, must be supposed to understand the exact nature of, binding them to service for a number of years. It is said that we in England have no right to complain, because we ourselves supply our colonies with coolies from India and China, and therefore the French and Spaniards have a right to take negroes from Africa. It is to Cuba alone to which these men are sent, and, depend upon it, *unless you blockade the ports of Cuba it is in vain to expect that the system can be put down.* I agree with those who think that the better course to take is not to trust to any blockade of the Cuban coast, but to do all we can in concert with the French Government *in order to obtain the emancipation of the slaves in Cuba itself.* The instant that emancipation takes place there would be an end to all speculation on the part of our kinsfolk in America to obtain possession of Cuba, for the great object of those who entertain that notion is to obtain increased preponderance of the slave States in the Union. [Cheers.] The weight which this country ought to have with the Government of Spain, joined with that of France, if brought to bear upon that Government, would, I am convinced, soon succeed in obtaining this great advantage to our cause. There was never a greater delusion, if it is not a gross misrepresentation, than to suppose that our importing Coolies is anything like a parallel case to the trafic carried on by France on the Coast of Africa. I utterly objected to the Coolie system, and brought forward motion after motion against it. But the grand difference is, that the Coolies come from a different sort of country—British officers can prevent them from being kidnapped, and no contraband force is used in getting them on board the ships. But from the African coast these native Africans are obtained from slave-trading princes, who hunt down the slaves for the purpose of capturing and then selling them as what are called free emigrants. [Cheers.] I observe that slavery is not only described by many of its advocates as a very ancient institution, but I see that one of the American statesmen has lately stated in the Assembly of the United States, that the Slave-trade, as well as Slavery, is a very ancient practice, and that in former times, and in almost all parts of the world, it was carried on. It is ancient, no doubt. But there is another more ancient practice not altogether unconnected with slave-trading. I mean the practice of murder, and of the worst sort of murder, fratricidal murder; for it does so happen that the first man that was born murdered the second, and that second born was his brother. But I do not think you would deem it a palliation of the offence of murder or of fratricide to cite its undeniable antiquity. We are told that some misrepresentations prevail as to the results of our great measure of emancipation. It has been held forth as having been a complete failure. The statement allegedly made by our worthy secretary shows that there is no foundation for that statement. I find that Mr. Governor Hincks, writing from Barbadoes in the present year, says that there is one estate which during the time of Slavery was worked by 230 slaves, and which was sold for £15,000. Since emancipation it has been worked by 60 free laborers and 30 children, and it has produced three times the quantity of sugar which it formerly did, and was sold last year for £30,000. [Cheers.] It might be the case that in some of the West India islands there was a want of hands, but a noble friend of mine, Lord Douglas, who owns large property in Tobago, went over a short time since to look into the matter for himself. He set to work and introduced plow husbandry and cattle. He had his prejudice against so doing, like other people, but these have been entirely removed by the results which have followed. [Hear, hear.] The utmost exertions are, in my opinion, still necessary for the purpose of preventing that falsely called system of free emigration from the coast of Africa. It is neither more nor less than a revival of the African Slave-trade. The day upon which I have the honor of addressing you is the anniversary of that when the Stuarts were restored—reminding me of the saying of Mr. Fox, that the worst of revolutions is a restoration, for sure I am that if there should be that revival of the African Slave-trade that remark will be found most applicable to the restoration of Slavery in our colonies and the Slave-trade on the African coast. [Cheers.] Ah! there is another anniversary—it is the 1st of August [cheers] a day sanctified, first of all by the accession of the family which now rules this constitutional kingdom—I mean the accession of the House of Brunswick, but still more sanctified in my view by its being the day of the emancipation of our slaves. [Cheers.] Heaven forbid that we should ever live to see a step, however little, retrograding in the direction either of the Slave-trade or Slavery. [The noble lord resumed his seat amid loud and protracted cheers.]

The following resolutions were then proposed and unanimously adopted:

"That it is meeting, while it would impress upon all the duty of laboring for the total abolition of Slavery throughout the world as a crime against God, rejoices in the measures now taken in Africa for the production of cotton at a price and quality that promise to supersede that cultivated by slaves in the western world, and trusts that in the future Government of India especial attention will be paid to introduce measures to promote the cultivation of that staple and of all others now produced by slave labor.

This meeting desires to express its unqualified gratification at the vigorous and enlightened measures which have been adopted by His Imperial Majesty the Emperor of all the Russias for the extinction of serfdom throughout his vast dominions, and its conviction that they will, under the Divine blessing, largely promote the prosperity of the Empire, and that the ultimate establishment of the great principle of complete human freedom will secure the moral elevation and happiness of his subjects.

That this meeting condemns as calumnious the statements which have recently been circulated in deprecation of the abolition of slavery by Great Britain, and of the emancipated population of the British West India Colonies; and emphatically affirms that they have nobly and triumphantly vindicated their right of freedom, and the justice of the Act of Emancipation, by the signal progress they have since made—socially, morally, and religiously, and further affirms that there is abundant evidence to show that where the laborers are properly located and cared for, adequately remunerated for their work and faith kept with them in the punctual payment of their wages, their services may usually be secured to an extent which proves that there is no real want of labor in the colonies. While it would advocate emigration on terms that should leave the emigrant free to select his own master, to fix his own conditions of service, and to obtain the market value of his labor, it condemns all schemes of emigration that violate these principles, as tending to introduce a system of coerced labor utterly at variance with the Emancipation Act."

A vote of thanks to the noble Chairman terminated the proceedings.

The Atlantic Telegraph Expedition.

THE EXPERIMENTAL TRIAL TRIP—PREPARATIONS COMPLETED—A DISPARAGING VIEW OF THE NIAGARA—PROGRAMME OF THE TRIP AND OF THE FINAL PLANS FOR LAYING THE CABLE—DEPARTURE OF THE SQUADRON.

Plymouth (May 27) Correspondence of the London Times.

All the preparations for the trial trip which is to precede by a few days the actual attempt to submerge this cable, are being rapidly completed here, and most probably ere these details are laid before the public the whole squadron will have started for their preliminary cruise in deep water. It was originally intended and expected that the vessels would leave the Sound on Thursday morning last, but one cause or another has occurred to frustrate this arrangement, and it is not now expected that the squadron will be clear off until to-morrow (Saturday) evening. The *Agamemnon*, Captain Perry, and the *Niagara*, Captain Hudson, are lying within a few yards of each other in Hamoaze, and the *Gorgon*, Commander Dayman, and the *Valorous*, Captain Aldham, which have been appointed by the Admiralty to accompany and assist the expedition, are also anchored near at hand. The first two named are, of course, *the* vessels—the ones on board which the coil is stowed, and from which, in a few more days, it will either be laid or lost, as Providence may decide. Both are now nearly ready for the voyage, and in both the peaceful nature of the expedition seems, judging from appearances, to sit with the most remarkably illgrace. Their heretofore spotless decks are all begrimed with tar and grease, and uncouth machinery and misshapen coils obstruct and lumber up the places where a short time ago it was almost a breach of the articles of war to leave an untidy-looking rope's end or drop a spot of dirt. Even the hallowed precincts of the quarter decks themselves are become as places of no account, mere platforms for the erection of sheaved wheels to guide the tarry wire into its ocean bed. Nor are the changes which have taken place in the internal arrangements of each ship of less importance. Wardrooms and gunrooms are words of no meaning; cabins are transferred and transformed, one ordinary room being knocked into a dozen for the accommodation of the officers, and a dozen rooms knocked into one for the accommodation of the cable. The latter trifle seems to occupy both ships in every part—on the spar deck or on the keel, in cabins and almost in berths its monstrous tarry folds are always present, lying, coil above coil, for hundreds and hundreds of miles, till the eye is pained and the head made giddy in vain attempts to follow its endless circles. As may readily be imagined, with at least 2,500 tons dead weight on board each vessel, both the *Agamemnon* and *Niagara* are astonishingly deep. The lower deck ports of the former are very near the water, and they are being fastened and caulked before starting. But in spite of this the *Agamemnon* carries her share infinitely better than her long black-looking rival of the United States, which is immersed very deeply indeed by her load. The *Agamemnon* now only draws 26 feet, or actually one foot less than her draught at starting last year; but even at this depth she bears herself well, and looks a noble ship, and one that should be seaworthy in any weather. The *Niagara*, however, drawn no less than 27 feet 2 inches aft, and this great draught effects a marvelous and most unpleasant change in her appearance, since it leaves her spar deck scarcely 8 feet above the water's edge. In fact, the main deck is actually below the water's level, and if her lofty bulwarks, some nine or ten feet high, were taken away, she would appear to be almost the last vessel in the world in which it was desirable to venture across the great Atlantic. So much has been said about this *Niagara*, and such exaggerated rumors have been afloat respecting her general capacity as a war steamer, that many of our readers may be surprised to learn that as a war steamer she is almost a total failure. There have been bad bargains out of our own dock-yards, Heaven knows, but they have never yet gone so far as to produce a wall-sided frigate of almost double the tonnage of a line-of battle ship, yet only capable of carrying 12 guns on her spar deck, and none at all on her lower. Any other screw vessel, of the same size as the *Niagara*, should be well fitted for carrying at least 100 of the heaviest ordnance used in warfare. Her share of the cable is admirably well distributed throughout her entire length, and thus, of course, any chance of undue strain in a heavy sea is in a great measure obviated. Still, strange to say, though those on board assert that she is a much stronger vessel than the *Agamemnon*, her decks appear to have given down under the pressure of the enormous coils to a much greater extent than is perceptible on board the latter. On that ship the great bulk of her share of the wire is stowed, as before, in her capacious hold. Last year it was all coiled in one immense circular mass, nearly 100 feet in circumference. By this arrangement, however, the pressure of some 1,300 tons upon such a small surface, was found to be greater than the ship would bear with safety, and it also conduced to her rolling to an extent that was dangerous to the process of submerging. To avoid this, therefore, the hold has been enlarged, and the coil is now laid in a mass, about 60 feet long by some 45 feet wide, and 20 feet deep, and every precaution has been taken to prevent its fouling or coming up in "kinks" while paying out. In addition to this coil there is yet to be one on the orlop deck of 95 miles, and there is one near the forecastle of 330, and a small one of 20 miles for the experimental cruise. In both vessels the paying-out machines are fixed on the starboard side, well astern, and the machines for reeling in the coil in case of any accident occurring or "kink" passing overboard are on the port side. Both those machines have been actively at work since Wednesday, and the regularity and ease of their motion has been all that could be desired. Whatever accident may mar the expedition this time will certainly not be due to those portions of the submerging apparatus. The peculiar mechanism of this machinery, which was devised by Messrs. Fape, Field, Lloyd, and Evanses, and the manner in which it is fitted with Appold's break, has already been so fully explained in our columns that it is needless to describe it further. The experimental cruise to test its character and capabilities is almost of a purely formal character, and undertaken more for the sake of showing that no possible precaution towards success has been neglected, rather than in the belief that any improvement can be suggested in the working of the machinery employed.

The programme of the intended proceedings of the expedition may be very briefly told. According to present arrangements the vessels leave the Sound to-morrow evening, and get with all speed into deep water. Directly they are out of "soundings" (meaning in about 2 000 fathoms) a piece of waste cable will be passed from the *Agamemnon* to the *Niagara*, and a splice made. Only this experiment can teach practically the best method of effecting the important junction when in the middle of the Atlantic. The cable will then be sunk from both vessels, and, after a variety of experiments have been made as to its strength, by means of running out, &c., the "reeling in" machines will be set to work to attempt to coil it up again. This latter portion of the task, though not altogether impossible, is so full of difficulty that but little hopes are entertained of recovering the piece with which the experiments are made, and which, to the length of some 30 or 40 miles, will, there is little doubt, remain as a permanent ornament to the bottom of the Atlantic. The loss of the piece, however, is of no consequence, since, apart from the practical value of the results it will furnish, it can have no other use. It is a portion of the coil lost in the attempt of last year, and which was so injured in hauling up from 1,000 fathoms as to become, electrically speaking, of no further value.

The experimental trip (which is likely to last about six days) finished, the vessels return at once to this port, and when the snips fill up with coal and water, the *Agamemnon* will receive her last coil of 99 miles, (making up the total quantity on board of both, exclusive of the shore ends, to 2,996,) and, the final preparations being completed, the squadron will sail for the great undertaking about the 5th of June. Our readers are of course aware that the cable will be submerged by both ships from the centre of the Atlantic, instead of commencing from the Irish coast, as was the case last year. There are many strong reasons in favor of the present plan, which is the original one, and which, though abandoned for a time, was warmly advocated last year by Mr. Bright, the engineer of the Company. The chief advantage, of course, is that by laying from the centre by both ships the whole operation can be finished in half the time, and, therefore, at half the risk from bad weather which it would otherwise incur. The plan, however, is not without serious risks of its own, but the manner in which these are to be met has not as yet been finally decided upon. The *Niagara* will be given an advantage over the *Agamemnon* of some 60 or 100 miles; that is, the junction of the wires will not be made exactly midway between Valentia and Newfoundland, but at the distance we have mentioned nearer to the American shore. No attempt will be made to effect the splice until the weather is fair and the barometer rising. Once, however, that the centre piece is resting on the bottom, both vessels part and make all safe speed to their respective shores. The rate at which the cable will be lowered out will not be allowed much to exceed five knots per hour. During the whole process, of course, signals to ascertain the perfect continuity of the coil will be passed from ship to ship, and all questions and answers regarding the rate of speed and state of weather with which each vessel meets kept regularly recorded. As regards the chances of bad weather, the most careful and elaborate investigations have been made on this subject by Lieutenant Maury, of the United States Navy, and therefore, as far as human foresight and science can go, the risks have been at least foreseen, and therefore partly guarded against. According to this officer and to the statistical tables of the Washington Observatory, where the whole subject of the frequency of gales, fogs, ice, and lightning in each month for the whole North and South Atlantic has been compiled from upwards of 200,000 days of observations, it seems that in the months of January and February that part of the Atlantic that lies between England and the United States is the stormiest known sea in the world, and that along the telegraphic route there always occur at least five, and perhaps ten gales of wind during the January of every year. In the Summer season the part of the Atlantic to be traversed by the paying-out steamer going West is almost entirely exempt from gales. On the contrary, along the Eastern (European) half of the route there occur annually on the average of at least two or three gales in the months of June or July. There is, however, scarcely any chance of gales in the month of August, except in approaching the Irish coast, when the chances of encountering one are about as three to thirty. On the other hand, the steamer going West with the cable, though much less likely to encounter a gale, has to contend with almost as great dangers from fogs and ice. For ice, it appears from the logbooks for some 830 Summer voyages between Valentia and Newfoundland that 1 in 10 report meeting it in June, 1 in 24 in July, and 1 in 23 in August. Thus, according to the relative frequency of gales and fogs along the whole route in the month of June, it seems that the English vessel risks encountering five gales and no less than 22 fog banks, for June is the foggiest month in the year. The *American* ship has the chance of meeting two gales, but no fewer than 37 fog banks, as well as the chances of ice, which is always met with in her route, but much less frequently on the English side of the ocean. Calculating these dangers, therefore, by the time which the whole expedition will be at sea, the chances will stand pretty nearly—for the English ship 3 gales and 12 fog banks, for the American one gale and 23 fog banks as well as ice. On the whole, therefore, the dangers may be fairly considered as nearly equal. Each country, then, shares equally in the honor and danger of completing this gigantic undertaking,—to England belongs the glory of having conceived this glorious enterprise, of having advanced it with her wealth and science, and rendered it practicable through her manufacturing skill.

BANQUET TO THE OFFICERS OF THE EXPEDITION.

On Friday evening Captain Hudson, of the United States steam-frigate *Niagara*, and his officers were entertained by Captain W. H. Stewart, C.B., and the officers of the *Impregnable*, 104, flag of Port-Admiral Sir B. Reynolds, on board that ship in Hamoaze. Her quarter-deck and other parts were profusely and effectively decorated, and in the evening she was brilliantly illuminated. At dinner the healths of Her Majesty and the President of the United States, proposed by Captain Stewart, who presided, were drunk with the accompaniment of the national airs, after which the prosperity of the United States, its navy and army, the officers of the *Niagara*, the successful laying of the Atlantic Telegraph, and several other appropriate toasts, were given and responded to most energetically.

DEPARTURE OF THE SQUADRON.

Plymouth, Saturday.—The Atlantic Telegraph squadron sailed on their experimental trip this afternoon, for the purpose of testing machinery and rehearsing various operations connected with the laying of the cable.

They reached the ofing at 10 minutes past 5 P. M., and steamed in line for the southwest, in the following order: *Gorgon, Valorous, Agamemnon* and *Niagara*.

The squadron will return to Plymouth on Thursday, the 4th of June, previous to its final departure to lay the cable.

Important from France.

M. BELLY'S MISSION TO CENTRAL AMERICA—THE FRENCH CONTRACT FOR A SHIP CANAL WITH NICARAGUA AND COSTA RICA.

The Toulon Squadron had sailed with sealed orders.

The London *Herald's* Paris correspondent writes that at a Cabinet dinner, the Emperor presiding, it was decided that the circular compelling the conversion of the Hospital Lands should be definitely withdrawn.

Proudhon had been sentenced to three years' imprisonment and 4,000 francs fine, for the publication of his recent work.

The Paris correspondent of the London *Times* gives a copy of the Convention concluded between the Government of Costa Rica and Nicaragua on the one part, and Felix Belly, acting on behalf of Mirland & Co., of Paris, on the other, relative to the concession of an inter-oceanic canal by the River San Juan and Lake Nicaragua. The document is dated May 1. The Company are to commence work in

The New-York Times.

PUBLISHED DAILY, TWICE-A-WEEK AND WEEKLY,
AT THE TIMES BUILDING,
No. 41 Park-Row, (City Hall Square,)
NEW-YORK.

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Letters should be addressed to the Publisher, and not to any individual connected with the establishment.

ADVERTISEMENTS.

Advertisements will be inserted in the Daily Paper at 12½ cents per line for the first insertion, and 6¼ cents per line for each subsequent insertion.

In the Tri-Weekly Paper, 25 cents per line for the first insertion, and 12½ cents per line for each subsequent insertion.

In the Weekly Paper, 25 cents per line for the first insertion, and 12½ cents per line for each subsequent insertion.

Special Notices, 50 cents per line.

Business Notices, 75 cents per line.

Marriages and Deaths, 50 cents each insertion.

Payments for Advertisements must be made in advance.

Advertisements may be left at the Office, No. 41 Park-Row, (City Hall Square,) or at the Office of the Agent, No. 121 Nassau-st.

Monday Morning, June 16, 1856.

Correspondence of the New-York Times.

We have had our share of the stirring weather of the country for the season. For several days preceding the 11th, and down to the close of that day, the weather was sultry as August. A terrific storm, high winds, and clouds of dust, blocking the streets, and filling the air, closed the day. The night was also a prime contribution for a thorough cleanse, that change came on Friday, when the thermometer broke out, with tornado violence, and centring the mercury to sink like a plumb-line, the lower mercury to sink like a plumb-line, the lower the better. Most of the votes were thrown out on the 11th. Most of the votes were thrown for 120,000; yet there were 40,000 votes for 160,000, and the whole number of votes cannot be less than 200,000. Of the votes cast, 120,000 were for Buchanan and Breckinridge, and 80,000 for Fremont and Dayton. Of the votes cast for Buchanan and Breckinridge, 40,000 were for Buchanan, and 80,000 for Breckinridge. Of the votes cast for Fremont and Dayton, 40,000 were for Fremont, and 40,000 were for Dayton. Of the votes cast for Fillmore and Donelson, 40,000 were for Fillmore, and 40,000 were for Donelson. Of the votes cast for Buchanan, 40,000 were for Buchanan, and 80,000 were for Breckinridge. Of the votes cast for Fremont, 40,000 were for Fremont, and 40,000 were for Dayton. Of the votes cast for Fillmore

MUNICIPAL.

BOARD OF ALDERMEN.

Regular Meeting.

Present—Councilmen ——— and ———.

Absent—Councilmen ———.

The Board met pursuant to adjournment, and was called to order by the President, Mr. Edward Cooper.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of two additional lamp-posts in Eighth-avenue, between Forty-second and Forty-third streets.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Eighth-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Seventh-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Sixth-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Fifth-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Fourth-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Third-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Second-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and First-avenue.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue A.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue B.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue C.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue D.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue E.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue F.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue G.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue H.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue I.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue J.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue K.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue L.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue M.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue N.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue O.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue P.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue Q.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue R.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue S.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue T.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue U.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue V.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue W.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue X.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue Y.

Which was adopted.

Mr. Cooper—Mr. President, I offer the following:

Resolved, That the Committee on Streets be and is hereby instructed to report a bill for the erection of a lamp-post on the corner of Fifty-second-street and Avenue Z

The New-York Times, Wednesday, June 16, 1852.

The Semi-Weekly Times.

NEW-YORK, WEDNESDAY, JUNE 16, 1852.

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price FIVE CENTS; delivered in City, single a week; mailed
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THE WEEKLY TIMES—TWO DOLLARS a year; two
copies to one address, for TWENTY DOLLARS; any person
sending us a club of TWENTY DOLLARS, may procure
another copy gratis.

All letters for the Editor must be addressed to the
Post-Office.

Ocean Steamers.

Havre.—Sailing Days from New York.
Ariel.....Saturday, June 19, at 4 P.M.
Canada.....Saturday, July 3, at 4 P.M.
Ariel.....Saturday, July 17, at 4 P.M.
Rates of Passage from New York to Havre, Cabin, $120
Steerage, $60
Rates of Passage from Havre to New York, Cabin, $120
Steerage, $60
Passengers booked through to Paris, Lyons, Marseilles, Bordeaux, Nice, Geneva, Basle, Strasbourg, Frankfort, Mayence, Cologne, Dusseldorf, Antwerp, Brussels, Ghent, Bruges, Ostend, Rotterdam, Amsterdam, Utrecht, Leyden, Hamburg, Berlin, Dresden, Leipsic, Vienna, Munich, Milan, Venice, Florence, Rome, Naples, Turin, Genoa, Leghorn, Trieste, Augsburg, Ratisbon, Nuremberg, Prague, Pesth, Presburg, Copenhagen, Stockholm, Gothenburg, Christiania, Elsinore, Carlscrona, Wisby, Riga, Petersburg, Moscow, Warsaw, Odessa, Constantinople, Smyrna, Alexandria, Malta, Gibraltar, Lisbon, Oporto, Madrid, Cadiz, Barcelona, Malaga, Seville, Valencia, Palermo, Messina, Corfu, Patras, Athens, Syra, Beyrout, Jaffa, Jerusalem, Cairo, Suez, Aden, Bombay, Calcutta, Hong Kong, Shanghai, Canton, Singapore, Batavia, Sydney, Melbourne, Adelaide, Hobart Town, Launceston, Auckland, Wellington, Valparaiso, Lima, Callao, Panama, Guayaquil, Acapulco, San Francisco, Rio Janeiro, Montevideo, Buenos Ayres, Rosario, Mexico, Vera Cruz, Tampico, Matamoras, Havana, Matanzas, Cardenas, Cienfuegos, Trinidad, Kingston, Port au Prince, Aux Cayes, Gonaives, Cape Haytien, Port Royal, Barbadoes, Martinique, Guadaloupe, Antigua, St. Thomas, Porto Rico, Curacoa, Laguayra, Puerto Cabello, Carthagena, Chagres, Porto Bello, Aspinwall, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, Boston, Portland, Halifax, Quebec, Montreal, Toronto, Hamilton, Kingston, Niagara, Queenston, Lewiston, Buffalo, Cleveland, Detroit, Sandusky, Toledo, Chicago, Milwaukie, Racine, Galena, Dubuque, Burlington, Keokuk, Nauvoo, Quincy, Alton, St. Louis, Cincinnati, Louisville, Wheeling, Pittsburg, Harrisburg, Baltimore, Washington, Richmond, Petersburg, Norfolk, Wilmington, Charleston, Savannah, Augusta, Macon, Columbus, Montgomery, Mobile, New Orleans, Galveston, Matagorda, Brazos, Natchez, Vicksburg, Memphis, Little Rock, Fort Smith, Nashville, Knoxville, Chattanooga, Atlanta, Augusta, Milledgeville

ADVERTISEMENTS

ACADEMY OF MUSIC.
ACADEMY OF MUSIC,
On JUNE 21, 1858.

GRAND MUSICAL FESTIVAL,
At the request of a number of gentlemen interested in the cause of Charity, the undersigned, comprising the members of the Philharmonic Society, the Harmonic Society, the Mozart Society, the Musical Fund Society, the Sacred Music Society, the Arion Society, the Germania Musical Society, the Liederkranz, the Mannerchor, the Deutscher Liederkranz, the Deutscher Mannerchor, the Deutscher Mannergesang Verein, the Deutscher Mannergesang Verein of Brooklyn, the Deutscher Mannergesang Verein of Jersey City, and the Deutscher Mannergesang Verein of Hoboken, have determined to give a GRAND MUSICAL FESTIVAL, at the ACADEMY OF MUSIC, on MONDAY EVENING, June 21, 1858, for the benefit of the Deutsche Gesellschaft zur Unterstützung Hülfsbedürftiger Einwanderer, (German Society for the Relief of Destitute Immigrants.)
The Festival will be conducted by the following Committee of Arrangements:
Dr. Wm. Wichelhausen, Dr. Wm. Schmidt, Dr. Wm. Schmidt, Dr. Wm. Schmidt

AUCTION SALES.

W. P. Wainwright, Auctioneer.

LARGE UNRESERVED SALE OF COSTLY HOUSEHOLD FURNITURE, PAINTINGS, STATUARY, VASES, &c.—Contained in the Brownstone dwelling-house No. 128 West 35th-st., near 5th-ave., the sale of which offers a rare inducement to all persons desirous of obtaining really beautiful and fashionable furniture, and merits the attention of connoisseurs in works of art. It is the property of a family who have resolved to sell their goods at auction, rather than incur the danger and expense of removing them to a distant country residence.

TO-MORROW (Thursday,) June 17, at 10½ o'clock, the undersigned will sell the above valuable furniture, &c., most of which was made to order by Goldsmith & Co., and upholstered by Roth, consisting in part of carved solid rosewood parlor suites in rich brocade and silk plush; beautiful rosewood piano-forte, made by Brooks, with carved and scroll stationary top music cabinet, to match; rich carved rosewood center, with carriage, slabs, and bracket; Turkish and rocking chairs in brocade and mediation plush; marble-top stagers, with mirror doors and backs; marble-top sofa, centre, and pier tables, etc.; Axminster carpeting, counties in buhl, Italian cottage chairs, French couches, silk and lace curtains, beautiful Brussels carpets, bronze and ormolu chandeliers, superb pendant lamps on canvas and glass; embracing landscapes, fruit pieces, moonlight, figures, Parian statuettes, magnificent vases and rare parlor ornaments. Chambers furnished throughout in rosewood, sarsuvire-a glace, bois de rose, carved bedsteads, dressing bureaus, marble-top washstands, commodes, sofa bedsteads, rich carpets, clocks, china, toilet sets, hair mattresses and bedding, elegant chamber furniture in mahogany of every description. Dining-room furniture in solid oak, pine extension table and dining arm chairs, marble-top sideboard; mirrors, rich French and India Cains, cutlery, glass, pearl and ivory handled cutlery, ruby and silver ware, with everything pertaining to complete dining arrangements. Full descriptive catalogues will be ready at the store on morning of sale, which will take place without regard to weather. N. B.—Deposits will be required from all purchasers, and reliable men will be in attendance to cart or ship the goods.

J. W. Hunt, Auctioneer.

REGULAR SALE OF HOUSEHOLD FURNITURE.—J. W. HUNT will sell, THIS DAY, (Wednesday,) June 16, at 10½ o'clock, at his spacious warerooms No. 79 Nassau-st., a magnificent assortment of household furniture, consisting in part of rosewood and mahogany parlor suites, covered in French cloth, brocade, plush and hair-cloth; elegant sideboards, centre-tables, what-nots, sofas, rockers, chairs, rockers, bedsteads, harvest enameled chamber suites, &c., &c. Also, oil-cloth, crockery, cutlery, oil-paintings, fancy goods, silver-plated ware, &c., &c., &c.

Also, on account of whom it may concern, one piano-forte.

Sale positive. Catalogues, with full particulars, ready early morning of sale.

C. H. Levy, Auctioneer, No. 71 William-st.

ST. LEVY WILL SELL ON THURSDAY (10th inst., at 12 o'clock, at No. 7 Cedar-st., all the right, title and interest in the well known paper called THE ASMONEAN, has a large circulation and very extensive advertising. Also, all the right, title and interest in the well known paper entitled the MERCANTILE JOURNAL, which yields a handsome income. One of Hoe's Washington Hand Printing Presses, made to order by Hoe in 1856, nearly new; together with Nonpareil, Minion, Brevier, Bourgeois, and all type used in publishing. Composition stands desk, counters, chairs, lamps, &c. Sold for cash, by order.

Mrs. ROBT. LYON, Administratrix.

Henry H. Leeds & Co., Auctioneers, Saleroom 22 Nassau-st.

LARGE AND ELEGANT SALE OF FRENCH CHINA, FANCY PAINTED VASES, FIGURES, FANCY CUPS AND SAUCERS, &c., &c.—HENRY H. LEEDS & CO. will sell at auction, on WEDNESDAY, June 16, at 10½ o'clock, at the salesroom No. 22 Nassau-st., a large and valuable assorted invoice of rich French China, just received from Paris, consisting of fancy cups and saucers, vases, and ornamental and painted ware; also, Parian figures, toilet sets, decorated jugs, cake-baskets, tea and coffee sets, sugar basins, flower vases, spittoons, tea sets, Chinese patterns, sugar-stands, candlesticks, flower stands, match stands, &c., &c. This beautiful invoice will be sold without reserve for account of whom it may concern.

Charles H. Delavan, Auctioneer.

AUCTION NOTICE.—EXTENSIVE SALE OF HOTEL FURNITURE.—CHARLES H. DELAVAN will sell at auction on FRIDAY, June 18, at 10 o'clock, precisely, until the entire hotel furniture in and connected in the building known as the Clermont Hotel, corner of College-place and Murray-st., consisting of mirrors, pier-glasses, carpets, beds and bedding, bureaus, sofas, chairs, curtains, China and glass ware, &c., &c., &c. The whole will include the furniture of more than 100 rooms, and the parlors, rotunda, carpets, &c. Deposits required from all purchasers not known to the auctioneer. Catalogues ready on Thursday morning. Can be had at the hotel corner College-place and Murray-st.

Henry H. Leeds, Auctioneer—Saleroom 22 Nassau-st.

HARRY H. LEEDS & CO. WILL SELL THIS DAY, (Wednesday,) June 16, at 10½ o'clock, in the salesroom, No 22 Nassau-st., a large and beautiful library of beautiful books, elegantly illustrated embracing Irving's and Cooper's works, Life of Washington, British Poets, Sparks' Life of Washington, Bunyan's Pilgrim's Progress, elegantly bound, Life of Christ, Life and Times of Luther, Waverley Novels, and other works, beautifully illustrated and elegantly bound.

John Leyison, Auctioneer.

GREAT SALE OF ANCIENT AND MODERN PAINTINGS.—All richly mounted in gold leaf frames, will TUESDAY, at public auction, THIS DAY, commencing at 10½ o'clock, at the spacious salerooms, No. 387 Broadway. This collection has just been received, and believed to be the finest offered this season. For further description see catalogue, which will be ready by 9 A. M.

A. S. Richards, Auctioneer.

500 CASES OF BOOTS AND SHOES—SPECIAL SALE.—RICHARDS & WHITING will sell, WEDNESDAY, June 16, at 10½ o'clock, at store No. 44 Cortlandt-st., several invoices of new and desirable goods, together with a portion of a retailer's stock. Sale without reserve.

John P. Montgomery, Auctioneer.

400 CASES BOOTS, SHOES AND BROGANS at auction, on THURSDAY, June 17, at 10½ o'clock, at store of J. F. Davis & Co., No. 32 Beekman-st.; fresh seasonable goods, adapted to City or country trade, without reserve for cash.

Henry G. Evans, Auctioneer

CROCKERY AND GLASS.—HENRY G. EVANS will sell in lots, to the dealers, on Wednesday, June 16th, at 10 o'clock, at No. 6 Liberty-st., a complete assortment of white granite and common-ware, glassware, &c., &c. Goods carefully repacked for shipping.

Silvester Stone, Auctioneer.

WILL BE SOLD, ON FRIDAY, JUNE 18, AT 4 o'clock P. M., at the Thirteenth-street Presbyterian Church, Fifth-ave., the pew assessments on the same. By order of the Trustees.

Simon Draper, Auctioneer.

BY SIMEON DRAPER, OFFICE NO. 46 WILLIAM-ST.—Unincumbered Auction Sales at the Merchants' Exchange EVERY DAY. Stocks and Bonds bought and sold at private sale. Sale THIS DAY at 12½ o'clock. Bee catalogues.

ASSIGNEE'S SALE OF DAGUERREOTYPE APPARATUS AND MATERIALS.—PEASE & COLE will sell on THURSDAY, June 17, at 10 o'clock, at No. 315 Broadway, the entire Pack of a wholesale dealer, embracing every article in the line, tubes, stands, boxes, cases, frames, glasses, preservers, chemicals, colors, mats, head rests, plates, brushes, &c., being a large assortment. By order of BARNETT & DAGGETT, Assignees.

DIVIDENDS.

DIVIDEND NOTICE.

OFFICE OF THE GREAT WESTERN MARINE INSURANCE COMPANY. Great Western Buildings, Nos. 21 and 23 Pine-st., NEW-YORK.

THE USUAL SEMI-ANNUAL INTEREST DIVIDEND of 3½ per cent. on the $4,000,000 cash. Capital Stock of this Company, will be paid at this office, on and after July 1. Transfer books will be closed from on and after June 22, until July 1.

DOUGLAS ROBINSON, Secretary.

OFFICE OF THE NORTH AMERICAN FIRE INSURANCE COMPANY, No. 5 Wall-st., New-York, June 1, 1858.—DIVIDEND.—The Board of Directors of this Company have this day declared a semi-annual dividend of 3 per cent., payable on and after Saturday, June 5, 1858.

R. W. BLEECKER, Secretary.

DIVIDEND.—PARK FIRE INSURANCE COMPANY, No. 261 Broadway, corner Park-place, New-York, June 14th, 1858.—The Board of Directors of this Company have declared a semi-annual dividend of eight (8) per cent., payable on and after 1st July next. The transfer books will be closed from 20th inst., to 1st July inclusive.

WM. JAFFRAY, Secretary.

DIVIDEND.—THE BOARD OF DIRECTORS OF the HOWARD INSURANCE COMPANY have declared a dividend of 15 per cent. upon the capital stock payable on and after Monday, the 7th day of June, 1858.

HENRY A. OAKLEY, Secretary.

New-York, May 28, 1858.

BUSINESS CHANCES.

$4,000 OR $5,000 WANTED—TO INVEST in a business that will return the amount in six months and no risk; either an active or silent partner, or an interest in connection; house; this is an unusual opportunity, but a real one. Address CASH, Box No. 136, Times Office, with real signature, stating where an interview can be had

$2,000.—ANY GENTLEMAN DESIROUS OF investing this amount, so as to pay a profit of from 25 to 50 per cent., may hear of an opportunity (with least of endorsement) by addressing FORTE-MONNAIE, Box No. 218, Times Office.

$2,500.—ANY PERSON WITH THIS amount may find a most desirable opportunity for a perfectly safe and profitable investment, and a permanent situation with a salary of $1,500, by applying to C. S. BRONSON, No. 208 Broadway, room No. 26.

A PARTNER WANTED.—A BUSINESS MAN with $3,000 cash to take a joint interest in the produce business already established. Location one of the best in the City. Apply, with reference, to C. H. OLIVER, No. 81 Liberty-st.

IRON FOUNDRY TO LET.—NO. 98 GRAND-street, WILLIAMSBURG, with above foundry is attached two blacksmith shops, cupola, sand and every convenience for moulding. For particulars, inquire of C. NEWCOMB, No. 31 East Broadway, New-York.

CONFECTIONERY STORE FOR SALE cheap. Rent very low and location first rate. Must be sold this day at some price. Inquire at No. 320 Grand-st.

PATENT RIGHTS FOR SALE.—TO ENERGETIC men of business, with a small capital this is a rare chance. Apply to GREELY & BROTHER, No. 44 Nassau-st., fourth floor.

FOR SALE—THE STOCK, LEASE, FIXTURES and good will of an old established Wholesale and Retail Liquor House, established in 1838. For sale cheap. Apply at No. 218 North-st.

FIRST-CLASS PHOTOGRAPHIC GALLERY for sale. The leading one in a large city. Rent at about $2,000. To a satisfactory purchaser the terms would be made easy. Address Box No. 2,313, P. O.

OILS.

CORRUGATED EXTRA LARD OIL.—VERY superior summer brand, being entirely free from grease and sperm. Barrels 30 to 40 gallons. For sale by JOHN W. QUINOT & CO., No. 98 William-st.

FINANCIAL.

Chas. Butgrave Hoffman, } {S. Crooke,
Malcolm Campbell, } {John Gelston

HOFFMAN, CAMPBELL & CO.,

BANKERS AND DEALERS IN BULLION AND SPECIE,

No. 45 Wall-st., (Phœnix Bank Building.)

Sovereigns, Doubloons, 5X Francs, 3 Guilders, 1 Thalers, DOLLARS and all Kinds of GOLD and SILVER. } Bought and Sold. BAR GOLD AND COIN FOR SHIPPERS and MELTERS FURNISHED.

NEW SILVER for sale AT A DISCOUNT.

TEXAS COLLECTIONS.

COMMERCIAL AND AGRICULTURAL BANK, GALVESTON, TEXAS.

S. M. Williams, President. H. Jenkins, Cashier.

Collections made and remitted for promptly in sight checks on New-York, Boston, Philadelphia or New-Orleans. Collections made at ¼ per cent commission. New-York correspondents, Messrs. Kissam & Taylor.

DUNCAN, SHERMAN & CO.,

BANKERS,

CORNER PINE AND NASSAU STS., NEW-YORK,

ALSO

CIRCULAR NOTES AND LETTERS OF CREDIT for travelers, available in all the principal cities of the world. Also,

MERCANTILE CREDITS,

for use in EUROPE, CHINA, etc.

COLLECTIONS.

We make collection of time paper payable in Chicago, remitting at the current rate of Exchange on New-York without extra charge. Collections on other prominent points throughout the West, attended to on favorable terms, at the risk of the owners.

GEO. SMITH & CO.,
Bankers, Chicago, Illinois.

TEMPORARY LOAN FOR $200,000.—FOR the prosecution of work necessary to be done at the Montezuma Marshes, and at Holley, on the Erie Canal, and at the Gascon Rapids, on the Oswego Canal.

The Commissioners of the Canal Fund, by virtue of the act as filled "An act to provide the means for the improvement and completion of the Canals of this State, specified in section three, article seven of the Constitution, for the fiscal year commencing October first, eighteen hundred and fifty-seven, and for other purposes," passed April 19, 1857, hereby give notice that sealed proposals will be received at the Canal Department until the 24th day of June next, at 12 o'clock noon of that day, for a loan of $200,000, for which transferable certificates of stock will be issued in the name of the people of the State of New-York, bearing interest at the rate of five per cent. per annum, payable quarterly on the first days of January, April, July, and October, in each year, and the principal reimbursable on the first day of July, 1869. It is to be understood that the Commissioners are to be at liberty to take a less sum, if the offers are not such as in their opinion are advantageous to the interests of the State. The proceeds may be for the whole or any part of said loan not less than $5,000. All proposals to be sealed up and indorsed "Loan for the Enlargement," and inclosed in an envelope directed to the Auditor of the Canal Department at Albany.

The money will be required to be paid, five per cent. on the acceptance of the proposal, and the balance on the 1st day of July next.

Payments to be made by depositing the same to the credit of the "Treasurer of the State on account of the Canal Fund," in the Bank of the Manhattan Company, New-York, or the New-York State Bank, in the city of Albany. Interest on the loan will commence on the first day of July next, and the holders of the stock residing in the first and second Judicial Districts, and those residing out of the State as will receive the interest on the Stock paid by them, quarterly, at the Bank of the Manhattan Company, in the City of New-York; all other Stockholders at the New-York State Bank in the city of Albany.—Dated Canal Department May 28, 1858.

H. R. SELDEN, Lieut. Governor.
SANFORD E. CHURCH, Comptroller.
FIDELIA T. TUCKER, Sec'y of State.
ISAAC V. VANDERPOEL, Treasurer.
LYMAN TREMAIN, Att'y-General.

LOAN FOR $100,000, FOR THE DEFICIENCY in the Sinking Fund, under section two, article seven of the Constitution. The Comptroller, by virtue of the act, chapter 216, laws of 1846, hereby gives notice that sealed proposals will be received at his office, until the 24th day of June next, at 12 o'clock noon, of that day, for a loan of ONE HUNDRED THOUSAND DOLLARS, for which transferrable certificates of stock will be issued in the name of the people of the State of New-York, on the credit of the Sinking Fund, under section two, article seven of the Constitution, bearing interest at the rate of five per cent. per annum, payable quarterly on the first days of January, April, July and October in each year, and the principal reimbursable on the first day of July, 1875. It is to be understood that the Comptroller will be at liberty to take a less sum, if the offers are not such as in his opinion are advantageous to the interests of the State. The proposals may be for the whole or any part of said loan, but not less than $5,000. All proposals to be sealed up and indorsed "Loan for the General Fund Debt Sinking Fund," and inclosed in an envelop directed to the Comptroller of the State of New-York, Albany. The money will be required to be paid on the 30th day of June next, by depositing the same to the credit of the Treasurer of the State of New-York, in the Manhattan Company, New-York. Interest on the loan will commence on the 1st day of July next, and the holders of the stock will receive the interest on the same quarterly at the Manhattan Company, in New-York, or at the State Treasury, as they may elect, at the time of receiving the certificates of said stock. Dated Comptroller's Office, May 27, 1858.

S. E. CHURCH, Comptroller.

Executive Office, Minnesota, St. Paul, May 25, 1858.

OFFICIAL.—STATE OF MINNESOTA.—PROPOSALS INVITED FOR A LOAN OF TWO HUNDRED AND FIFTY THOUSAND DOLLARS.—In accordance with the act of the Legislature of Minnesota, approved March 13, 1858, whereby the Governor and Treasurer of said State are authorized to dispose of the Bonds of the State to the amount of Two Hundred and Fifty Thousand Dollars, said Bonds being made payable in nine years from the time they are negotiated, at a rate of interest not exceeding ten per cent. per annum payable semi-annually in the City of New-York, notice is hereby given that proposals will be received by the undersigned for the whole of said amount. (the Bonds to be issued in sums of $1,000 each,) at the St. Nicholas Hotel, in the City of New-York, until the 1st day of July next, the money to be paid in American coin, upon the delivery of the Bonds in New-York City. No bids will be received for these Bonds except at their par value, nor at a greater rate of interest than that specified in the act aforesaid. And the Bonds will be awarded to the bidder offering to receive them at the lowest rate of interest. As the interest on the Bonds will be made payable on the first of July, and the first of January, in each year, the successful bidder will be required to pay to the Treasurer the difference in interest from the first of July to the day upon which the money is paid, and the bonds are delivered.

Bids should be indorsed "Proposals for Loan," and addressed to the undersigned at the St. Nicholas Hotel, City of New-York.

H. H. SIBLEY, Governor of the State.
G. W. ARMSTRONG, Treasurer of the State.

Cumberland Coal and Iron Company, New-York, Thursday, May 6, 1858.

THE STOCK HOLDERS OF THIS COMPANY are hereby notified that the right to convert their present Stock into preferred shares will expire on the 31st inst. On or before that day those who wish to avail of the privilege will pay $2 50 on each share, and on or before the 30th day of June next a further payment of $2 50 will be required.

On the payment of $5 per Share, Certificates of Preferred Stock will be issued.

Any stockholder anticipating the dates of payment, namely, May 31 and June 30, will be entitled to a discount on the sum paid at the rate of 6 per cent per annum to those dates respectively.

Copies of the Report, showing the condition of the Company, made by the Committee appointed at the Stockholders' meeting, on the 15th of April, can be had at this office. EDWARD F. LOOMIS, Sec.

Office of the Buffalo and State Line Railroad Co., Buffalo, N. Y., May 20, 1858.

THE ANNUAL MEETING OF THE STOCKholders of this Company for the election of thirteen Directors and three Inspectors of Election for the ensuing year will be held at the Secretary's Office, in the City of Buffalo, on TUESDAY, June 22, next. The polls will be open at 11 o'clock A. M., and closed at 12 o'clock, noon. The transfer books of the Company will be closed from May 25 until June 23. WM. F. STAUNTON, Sec'y.

MARINERS' SAVINGS BANK HAVE REMOVED to their new Banking-house, No. 1 3d-av., corner of 7th-st.

Open daily from ½ A. M. to 2 P. M., and on Wednesday and Saturday P. M. from 5 to 8 o'clock.

Interest allowed on deposits at 6 per cent. on sums of $500 and under. THOMAS B. STILLMAN, President.

P. W. Engs, Chas. Miles, I. T. Smith, Secretary. } Vice-Presidents.

CHICAGO CITY SIXES WATER LOAN.—These Bonds mature July 1, 1862, interest payable semi-annually, in July and January, in the City of New-York. Payment of interest is secured by the water-rents, which are now considerably in excess of the amount annually required for the Coupons. The surplus over interest and expenses was $12,000 in 1857. The good faith and credit of the city are pledged for the payment of principal and interest. For sale by ASHLEY & NORRIS, No. 56 Exchange-place.

NOTICE TO HOLDERS OF MARYSVILLE City and Yuba County Bonds. Coupons on the above Bonds for interest due 1st of July, 1858, will be paid on and after that date, on presentation, at the American Exchange Bank, New-York.

MARK BRUMAGIM & CO., of Marysville, Cal.

CITY OF QUINCY.—THE INTEREST UPON the Bonds of the above city falling due on the first day of July next, will be paid on and after that day at office No. 40 Broad-st. WOODRUFF & CO.

NORWICH AND WORCESTER DIVIDEND Scrip and Illinois Central Rights of 1851, purchased by E. A. BENEDICT, No. 59 William-st.

INSURANCE SCRIP.—GREAT WESTERN, Old Dept and Mercantile Scrip of 1858 wanted by WM. C. GILMAN & SON, No. 15 Merchants' Exchange.

BANK NOTICES

BROADWAY BANK.—NEW-YORK, JUNE 9, 1858.—At the Annual Election for Directors of this Bank, held on the 8th inst., the following-named gentlemen were duly chosen for the ensuing year:

Francis A. Palmer,	John S. Roberts,
John Rodine,	George O. Peters,
John S. Harris,	Francis F. Furnald,
Helmus W. Wells,	Charles Burkhalter,
Francis P. Scheals,	Joseph Rudd,
Thomas Gardiner,	John T. Fisher,
George W. Platt,	William A. Hall,
John R. Lawrence,	James Irwin,
	Daniel Devlin.

And Frederick Tracy, George Schneider, and Nehian Wright, were chosen Inspectors of the next ensuing election. At a meeting of the Board, subsequently held, Francis A. Palmer, Esq., was unanimously reelected President. J. L. Everitt, Cashier.

INSURANCE.

THE FIREMEN'S FUND INSURANCE COMPANY, Office No. 149 Broadway.

Organized on the plan of paying one-half the profits above seven per cent. to the Widows' and Orphans' Fund of the New-York Fire Department.

Henry Sheehan, Sec. M. B. Graham, President.

WEDDING CARDS AND ENVELOPES, Perfect Fits, style, and workmanship guaranteed. Visiting Cards and Plate and pack of Cards $1 50. At EVERDELL'S, No. 377, corner Duane-st. Established in 1840.

FOR EUROPE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

FROM NEW-YORK TO LIVERPOOL.

Chief Cabin Passage.....$120
Second Cabin Passage.....70

FROM BOSTON TO LIVERPOOL.

Chief Cabin Passage.....$110
Second Cabin Passage.....60

The ships from Boston call at Halifax.

PERSIA, Capt. Judkins. CANADA, Capt. Bang.
ARABIA, Capt. J. Stone. AMERICA, Capt. Wickman.
ASIA, Capt. E. G. Lott. NIAGARA, Capt. Eyrie.
AFRICA, Capt. Shannon. EUROPA, Capt. J. Leitch.

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.

AMERICA, Miller, leaves Boston Wednesday, June 16.
ASIA, Lott, leaves New-York Wednesday, June 23.
EUROPA, Leitch, leaves Boston Wednesday, June 30.
PERSIA, Judkins, leaves N. York Wednesday, July 7.
ARABIA, Stone, leaves Boston Wednesday, July 14.
AFRICA, Shannon, leaves N. York Wednesday, July 21.

Berths not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor and the value thereof therein expressed. For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

THE VANDERBILT EUROPEAN LINE of steamships between New-York, Southampton, Havre and Bremen, will sail as follows, carrying the United States Mails:

From New-York for Southampton and Havre.	From Havre and Southampton for New-York.
NORTH STAR, Sat. June 19	WEDNESDAY.....July 7
VANDERBILT, Sat. July 3	WEDNESDAY.....July 21

From New-York for Southampton, Havre and Bremen.	Bremen for Southampton.	Havre and Southampton for New-York.
ARIEL.....July 10	Aug. 7.	Aug. 11.
NORTH'N LIGHT...Aug. 7	Sept. 4.	Sept. 8.

Price of passage per Vanderbilt: 1st cabin, $100; 2d cabin, $60; and per North Star, Northern Light and Arabia: 1st cabin, $80; 2d cabin, $60; 3d cabin, $30.

Certificates issued for passage from Europe.

Specie delivered in London and Paris.

D. TORRANCE, Agent.
No. 5 Bowling-green, New-York.

FOR SOUTHAMPTON AND HAVRE.—THE United States Mail steamer ARAGO, D. Lines, Commander, will leave for Havre, touching at Southampton, to land the mails and passengers, on SATURDAY, June 26, at 12 o'clock, from pier No. 37 North River foot of Beach-st. This ship has fine water-tight compartments inclosing the engines, so that in the event of collision or stranding, the water could not reach them, and the pumps being free from work, the safety of the vessel and passengers would be secured. Baggage not wanted during the voyage should be sent on board the day before sailing, marked "below."

For freight or passage, apply to

W. S. BRAYTON, Agent.
No. 7 Broadway.

N. B.—The steamer FULTON will succeed the ARAGO, and sail July 24.

UNITED STATES PASSPORTS ISSUED through J. S. NONES, Notary public, No. 1½ Warren-st., corner of Broadway. Naturalized citizens must produce certificates. N. B.—Bounty lands, pensions and extra pay procured.

FOR THE SOUTH.

FOR CHARLESTON AND FLORIDA.—UNITED STATES MAIL LINE.—The steamship NASHVILLE, L. M. Murray, Commander, will leave pier No. 4 North River on SATURDAY, June 19, at 4 o'clock P. M., precisely, for freight or passage, apply to SPOFFORD, TILESTON & CO., No. 29 Broadway. The COLUMBIA will succeed on Saturday, June 26. These steamers carry the Adams Express goods for the South and Southwest. The Express Agents throughout the Southern country will give passengers and shippers information respecting the line. Freight reduced to six cents per foot. Norfolk.—The NASHVILLE will commence receiving freight on Monday.

FOR PORTSMOUTH, CITY POINT AND RICHMOND.—The United States mail steamship ROANOKE, Captain Thomas Skinner, will leave on WEDNESDAY, 16th inst., at 3 o'clock P. M., from pier No. 35, North River. She will arrive at Portsmouth the next afternoon, and at Petersburg the following morning. Passengers for the South will proceed directly on by the great Southern mail line. Those for Richmond will arrive there early on Friday morning. Travelers will find this the cheapest, pleasantest and most expeditious route. Passage and fare, including state-room to Norfolk, $15; to Petersburg and Richmond, $10. Apply to HENRY LUDLAM, No. 32 Broadway.

FOR SAVANNAH AND FLORIDA.—THE American Atlantic Screw-Steamship Company's first-class steamship HUNTSVILLE, J. A. Post, Commander, will leave Pier No. 12 North River, on SATURDAY, June 19, at 4 o'clock P. M. precisely. Cabin passage to Savannah, $15. Freight reduced, until further notice, to 6 cents per foot. Insurance one half per cent. effected at our office. Apply to H. B. CROMWELL & CO., No. 86 West-st.

FOR CHARLESTON—THE STEAMSHIP MEMPHIS, Capt. G. W. Watson, will leave Pier No. 12 North River, on SATURDAY, June 19, at 4 o'clock P. M. precisely. Cabin Passage, $15. Freight reduced, until further notice, six cents per foot. Insurance at one-half per cent. effected at our office. Apply to H. B. CROMWELL & CO., No. 86 West-st.

FOR THE EAST.

PORTLAND AND NEW-YORK.—THE NEW and elegant steamship "CHESAPEAKE," Sidney Crowell, Commander, leaves Portland every Saturday, and New-York, from pier No. 12, North River, every Tuesday, at 4 P. M. Passage and fare, including State-room, $5. Running time 30 hours. For passage or freight apply to EMERY & FOX, Portland; H. B. CROMWELL & Co., No. 86 West-st., New-York.

WHITE MOUNTAINS.—Through to the most direct and picturesque route from New-York to the White Mountains, via Long Island and Vineyard Sounds. The "Glen House" is only six hours' ride from Portland.

CHANGE OF HOUR.—COMMENCING WEDNESDAY, JUNE 16.—For Bridgeport. Fare 50 cents. Arriving in time to connect with the Housatonic, Naugatuck, New-Haven, Hartford and Boston Railroads. The new and superior steamer BRIDGEPORT, Captain Weeks, will leave from Peck-slip, East River, every MONDAY, WEDNESDAY, and FRIDAY, at 12 o'clock noon. Dinner on board. Freight taken at low rates. For further information, inquire at No. 106 Beekman-st.

G. W. CORLIES, Agent.

STEAMBOATS.

MORNING LINE FOR SING SING AND HAVERSTRAW, FOR THE YEAR 1858.—Landing at Stryker's Bay, Hyler's, Yonkers, Hastings', Dobbs' Ferry, Irvington, Tarrytown, Nyack, Sing Sing and Haverstraw.

FARE.	
Stryker's Bay	12 cents.
Hyler's	25 cents.
Yonkers	18 cents.
Hastings'	20 cents.
Dobbs' Ferry	20 cents.
Irvington	25 cents.
Tarrytown	25 cents.
Nyack	25 cents.
Sing Sing	30 cents.
Haverstraw	40 cents.

On and after SATURDAY, June 5, 1858, the new and splendid steamer GEORGE T. STANLEY, Capt. T. R. Appleby, will leave Pier 52 (foot of Robinson-st. every morning, at 7 o'clock A. M. (Sundays included,) making the above landings each way, landing at Amos-st. Returning, leaves Sing Sing at 1 o'clock P. M.

All persons are forbid trusting any person on account of this boat. Freight taken at reduced rates. For freight or passage, apply to the Captain, on board, or to GEORGE STANLEY, Robinson-st., Pier.

The citizens of these villages may rest assured that this boat will run every day during the whole season.

FOR CONEY ISLAND AND FORT HAMILTON.—The steamboat AURORA, Capt. Anning Smith, will run daily from the 12th instant, leaving West 130th-st. (Manhattanville,) 12½, and 2½ o'clock; Spring-st at 2¼, 12½, and 2½ o'clock; and Pier No. 3, North River, at 10, 1, and 4 o'clock. Returning, leaves the Island at 11, 2, and 6½ o'clock, touching at Fort Hamilton each way. Fare for the excursion 25 cents.

DAY BOAT FOR ALBANY.—STEAMER METAMORA, every Tuesday, Thursday and Saturday, from foot of Jay-st., at 7 o'clock A. M.

EXCURSIONS.

DAILY EXCURSIONS TO HARLEM, MOTT HAVEN, TREMONT, MORRISANIA, EAST AND WEST CHESTER, WEST FARMS, HIGH BRIDGE.

The HARLEM AND NEW-YORK NAVIGATION COMPANY'S new and splendid steamers SYLVAN SHORE and SYLVAN GROVE.

Leave Harlem.	Leave Peck Slip.
6 00 A. M.	7 00 A. M.
7 00 A. M.	8 00 A. M.
8 00 A. M.	9 15 A. M.
9 00 A. M.	11 00 A. M.
10 30 A. M.	1 30 P. M.
1 00 P. M.	3 15 P. M.
3 00 P. M.	4 15 P. M.
4 15 P. M.	5 15 P. M.
5 15 P. M.	6 15 P. M.
6 15 P. M.	7 15 P. M.

Landing at 10th and 126th sts., each way.

FARE 5 CENTS.

Running through the East and Harlem Rivers, past Burl Gate, Blackwell's, Ward's and Randall's Islands, giving a fine view of the public institutions. Stages or private conveyance to any of the above villages or the High Bridge, on the arrival of each boat at Harlem. All Fulton ferry stages pass within two piers of the Peck Slip landing. All Dry Dock and Greenpoint Ferry stages, to and from the 10th-st. landing.

EXCURSION.—NEW-YORK AND ELIZABETHPORT, BY STEAMBOAT.—Daily, Sundays excepted. On and after Monday, May 31, 1858, the Central Railroad of New-Jersey will run EXCURSION TICKETS between New-York, Elizabethport and Elizabeth. The steamers RED JACKET, WYOMING or KILL VAN KULL, will leave Pier No. 2 North River, Daily, as follows:

LEAVE NEW-YORK.	ARRIVE AT E. PORT.	LEAVE E. PORT.	ARRIVE AT NEW-YORK.
7:30 A. M.	8:25 A. M.	5:30 P. M.	6:30 A. M.
12:00 M.	1:00 P. M.	8:45 A. M.	9:45 A. M.
4:00 P. M.	5:00 P. M.	2:15 P. M.	3:15 P. M.
5:30 P. M.	6:30 P. M.	6:30 P. M.	7:15 P. M.

Leave Elizabeth 10 to 15 minutes earlier than the time from the Port. Tickets are good to return only on the day sold. Fare for the Excursion to Between New-York and Elizabethport, 50 cents; between New-York and Elizabeth, 40 cents.

JOHN O. STEARNS, Sup't.

TENTH OR TWENTY-THIRD-STREET FERRIES.—Persons desiring pleasant rides can find them by taking either of these ferries to Green Point, L. I., by this means avoiding pavements, and will find it the shortest route in going to Astoria, Ravenswood, the race courses or Jamaica.

To persons visiting Williamsburg or Brooklyn, this way is preferable, as the railroad passes within two blocks of said ferries at Green Point, thus avoiding the crowd always met with in Broadway and lower parts of the City.

TWENTY-THIRD-STREET FERRY.—A number of persons residing in the upper part of the City, having requested that a second boat should be put upon this ferry, the owners are willing to try the experiment in hope of increasing the travel, and will accordingly run the 2d boat on and after Sunday, the 13th inst., from 1½ o'clock until 8 o'clock P. M.

EXCURSIONS.—THE NEW, FAST AND SPLENdid steamboat JAMES A. STEVENS and JOHN L. LOCKWOOD, with barges, can be chartered by Sunday schools, parties, &c. Apply to JOSEPH T. MARTIN, Agent, No. 40 South-st., corner Pine.

RAILROADS.

NEW-YORK AND HARLEM RAILROAD COMPANY.—SUMMER ARRANGEMENT.—Commencing Monday, May 17, 1858:

Trains leave the depôt corner of White and Centre sts., New-York, as

6:15 P. M.—for White Plains, stopping at all stations.

Trains leave Depôt corner of 26th-st. and 4th-av., New-York, as

8:30 A. M. Williams Bridge Train, stopping at all intermediate stations.
9:30 A. M. Mail Train, stopping at, and all stations North of, Williams Bridge.
11 A. M. Williams Bridge Train, stopping at all stations.
11:30 A. M. White Plains..... do. do.
2:30 P. M. Williams Bridge..... do. do.
4:00 P. M. White Plains..... do. do.
5:00 P. M. Dover Plains Train, stopping at Williams Bridge and all stations North.
5:40 P. M. White Plains Train, stopping at all stations.
6:30 P. M. Williams Bridge Train, stopping at all stations.

Returning, leave Chatham Four Corners:
12:50 P. M. Mail Train, stopping at Williams Bridge, White Plains, and all stations North.

WM. J. CAMPBELL, Superintendent.

NEW-YORK AND ERIE RAILROAD.—ON and after MONDAY, May 10, 1858, and until further notice passenger trains will leave Pier, foot of Duane-st., as follows, viz.: Dunkirk Express, at 6 A. M., for Dunkirk and principal intermediate stations. Mail train at 8 A. M., for Dunkirk and Buffalo and intermediate stations. Rockland Passenger, at 3 P. M., from foot of Chambers-st., old Pierpont, for Suffernas and intermediate stations. Way passenger at 4 P. M., for Newburgh, Middletown and intermediate stations. Night Express, at 6 P. M., for Dunkirk and Buffalo. The above trains run daily, Sundays excepted. These Express Trains connect at Elmira with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton, with the Syracuse and Binghamton Railroad for Syracuse; at Corning, with the Buffalo, Corning and New-York Railroad, for Rochester; at Great Bend, with the Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville, with the Buffalo and New-York City Railroad, for Buffalo; at Buffalo and Dunkirk, with the Lake Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.

CHAS. MORAN, President.

Office New-York and Erie Railroad Co., New-York, June 11, 1858.

THE NEW-YORK AND ERIE RAILROAD Company have earnestly endeavored during the past ten months to establish and maintain uniform and remunerative rates of traffic by the four great lines which connect the Atlantic cities and the West. Having failed in this, and believing it to be indispensable and proper to influence traffic by the issue of free passes, by the employment of runners and solicitors or by any other underhanded means, the Company, rather than resort to such means, have determined to reduce the fares, on and after Monday next, 14th inst., as follows: between

New-York and Dunkirk, to.....$5 10
New-York and Buffalo, to.....5 00
New-York and Niagara Falls, or Suspension Bridge, to.....5 00

CHARLES MORAN, President.

HUDSON RIVER RAILROAD.—FROM May 10, 1858, trains will leave Chambers-st. station as follows: Express trains, 6:00 A. M. and 5:00 P. M. Albany and Troy Passenger train, 11:30 A. M. and 10:00 P. M.; for Dobbs' Ferry, 6:30 A. M. and 4:00 P. M.; for Tarrytown, 8:00 P. M.; for Sing Sing, 10:15 A. M. and 5:00 P. M.; for Poughkeepsie, 9:00 A. M., 2:00 P. M. and 3:40 P. M.; for Peekskill,

The New-York Times, Wednesday, June 16, 1858.

THE BRITISH AGGRESSIONS.

Important Debate in the United States Senate.

Consideration of the Resolutions of the Committee on Foreign Relations.

Interview Between Lord Napier and Secretary Cass.

The Causes of Complaint in the Gulf to be Stopped.

IMPORTANT FROM BERMUDA.

Letters of the Dispatches from the British Admiral.

The Debate in the Senate Yesterday.

Mr. MASON called up the resolutions heretofore reported from the Committee on Foreign Relations in regard to the question of British aggressions. It seemed to him a matter of moment that the judgment of the Senate should be passed upon them, because of the possible bearing they may have on any negotiations now pending. We have evidence since the introduction of the resolutions that for some period of other these same aggressions have been continued in the Gulf of Mexico, and various adjacent, by British cruisers. We have reason to believe that the visitation and detention of our vessels is not in consequence of any new orders. The probability is they are acting without, or from undue perversion of existing authority. He thought that the subject was brought to the attention of the British Government, she would disclaim these acts, but the resolutions distinctly presented the question between the two countries, and hence it was important that the judgment of the Senate be pronounced in advance of negotiation.

Mr. WADE wished to inquire of Mr. MASON whether these aggressions had not been committed in an effort to put down the Slave-trade, whether our flag has not been used to cover this trade, and particularly whether there is really any difficulty between the two Governments which may not be settled by treaty in a way favorable to all parties concerned in preventing the Slave-trade, and our flag from being used as a screen. There seemed to him no difficulty. While he in no manner justified the British proceedings, yet he believed the facts disclosed by both parties, who wish to prevent it. England could have no motive for insulting our flag, but she presumed more on us than on any foreign power. There is no inherent difficulty.

Mr. MASON replied that it was an undoubted fact that the British Government had been trying for many years to obtain from all maritime nations, as against the Slave-trade, the united right of search and visitation, and has obtained it from the principal powers of Europe, but the United States have always denied it. He would not say there may be no practical mode of final disposition of the question, if Great Britain claims the right of visit for any purpose, yet he did not see how it could be done.

Mr. BENJAMIN trusted the resolutions would be adopted before the Senate adjourned. He had hoped an opportunity would have presented for deliberate discussion, and that such measures would be taken as would forever put a stop to the pretensions of Great Britain. The Senator from Ohio said he had no doubt the motives of Great Britain were good, and that the actions of her officers were laudably directed.

Mr. WADE remarked that he did not say laudable.

Mr. BENJAMIN resumed. He had not so read the history of the relations between this country and Great Britain as to give her credit for sincerity in this pretended right. Difficulties constantly occur between us, because of her aggressive policy. She has but a single aim, and it is to control the commerce of the world. She grasps at every ocean and point with this view. She has for a long series of years been endeavoring to obtain from our Government the right of visitation, which cannot be acceded without carrying with it in her favor the supremacy of the seas. It was obvious to all that visitation is practically the right of search. It was admitted by all writers to be a belligerent exercise, and should never be submitted to in time of peace. There had not been energy enough in the management of our foreign relations—not what we had a right to expect from the tone of the inaugural message. He trusted that something definite would now be done. His opinion was that Great Britain would not surrender the demand she had so long and persistently pursued. Information should be given her that her pretensions cannot longer be submitted to negotiation, and that we cannot permit her to exercise the right of search. If she insists upon her course, then the people of the United States should prepare for war.

Mr. CLINGMAN, of North Carolina, thought it probable that Great Britain might excuse her proceedings by saying that Commodore PAULDING had violated foreign territory, seized some of our own people, and brought them away, not because they had committed a felony but a misdemeanor, and, though he violated the law, his motives were good. The President and Committee on Foreign Relations made an argument to this effect. The British Government is entering our ships,—why? Because it wants to stop felony. Suppose we should make ourselves!—we will be told that one of our own officers violated territory under the jurisdiction of a foreign country, and so far from punishing the President and Commodore him, and some Senators thought he ought to have a medal. Could Great Britain make out a stronger case? The act of Commodore PAULDING was as plain a violation of the Constitution and international law as could possibly be committed. Some member of the British Parliament might, following the example, get up and propose that the commander of the *Styx* be presented with a medal, saying his motives were good, in suppressing felony, and putting down piracy. While gentlemen justify the violations committed by our own officers, they should make some excuse for others. He believed with Mr. BENJAMIN, that something ought to be done to maintain our respect abroad. He intended to vote for the resolutions, but they fall far short of what we ought to do. The Senate, however, can now do nothing but make a protest.

Mr. DOUGLAS wished to know what part of the Constitution and laws had been violated by Commodore PAULDING in the arrest of General WALKER.

Mr. CLINGMAN replied, that clause which says no power shall be exercised except what is granted. In the second place, Commodore PAULDING committed disobedience and violated the laws of the United States, and in the last place, he violated the laws of nations by invading the territory of a foreign power.

Mr. DOUGLAS joined issue most distinctly, and could demonstrate in any court of impartial judges that in no respect did Commodore PAULDING violate the Constitution or laws, or any instructions received from the Department at Washington. The President is authorized expressly to use the land and naval forces to prevent the carrying out of an expedition from the shores of the United States against any friendly neutral power. The Minister of Nicaragua had returned the thanks of his Government for the course of General WALKER and his followers. We never violated a friendly or neutral territory. Nicaragua invited us, before the President sent in his message. We never violated the territory for hostile purposes, nor was there such an intent. It was preposterous to say so. Commodore PAULDING only carried out his instructions; but when a clamor was made against the Administration, it did not dare to take the responsibility of the act. Instead of sustaining Commodore PAULDING, as the Administration of Madison did General JACKSON when he seized St. Marks, it refuses him (PAULDING) to be used in action of damages in the Courts of New-York, and suffers him to be prosecuted simply for doing his duty in preventing Walker carrying war on a friendly power. With the full knowledge of the conduct of the British, he (DOUGLAS) did not think the opening sentence of these resolutions was true, but that the British Government would declare that the instructions to its cruisers had been exceeded.

Mr. CLINGMAN attempted to could show that YRIARTE had no authority to authorize the invasion, and the President and Committee on Foreign Relations had declared the act illegal. What he complained of was, that instead of Commodore PAULDING being censured or punished, the Executive and Foreign Committee made an argument in his defense. Therefore, the British Government can make a stronger argument in its own defence. While they admit that Commodore PAULDING's act was illegal, the Senator from Wisconsin (DOOLITTLE) proposed to present him a medal.

Mr. MALLORY, of Florida, was fully satisfied that the British aggressions of 1840 had never been meditated or intended. Those violations had been going on for ten years, but because they have been multiplied lately, doubtless instigated by the hope of prize-money, they have attracted more general notice than heretofore. This, however, was no sudden impulse of the American people, and in this connection he (MALLORY) read Mr. MARCY's letter of 1855 to the Spanish Minister, relative to the war vessel *Ferrolana* firing into the *El Dorado*, the former asserting that it was a belligerent act, which no nation had a right to exercise on the high seas in time of peace. This case has a peculiar significance. Spain thus acted in her own jurisdiction, but the United States stands pledged against the right of search by uncompromising resistance. The doctrine is, where the American flag floats, there foreign dominion shall not come. Our right has been abused. Great Britain will say she had no idea of offending us, but at the same time will say that if our flag were suffered to pass with impunity, and without its being verified, the Slave-trade would be carried on. We must see that our flag is not abused and defend it.

Mr. DOUGLAS, of Illinois, did not propose to go into this question of British outrages. He should vote for the resolutions.

Mr. BAYARD argued that visitation and search are the same, that they depend upon the same principles, and that the flag constitutes the protection of our vessels,

Mr. MASON asked that a vote be taken on the resolutions. If not taken now, it may not be at all.

Mr. TOOMBS was opposed to them, and wanted to be heard. Adjourned.

Interview Between Lord Napier and Secretary Cass—Dispatches from the British Admiral.

[OUR SPECIAL WASHINGTON DISPATCH.]

WASHINGTON, Tuesday, June 15.

Lord NAPIER had an interview with Secretary CASS to-day, and both gentlemen express the confident hope that all questions now open between the United States and England will be amicably settled on a permanent basis before the next meeting of Congress.

Lord NAPIER has intelligence that instructions have issued from his Government which will effectually stop all further causes of complaint in the Gulf.

[FROM THE REPORTER FOR THE ASSOCIATED PRESS.]

WASHINGTON, Tuesday, June 16.

Lieut. RICHARDSON has arrived at the British Legation from the Admiral at Bermuda. Orders have been given against interference with American ships, and the *Styx* is recalled to Halifax.

THE ADVICES FROM BERMUDA.

NATURE OF THE SPECIAL DISPATCHES FROM THE BRITISH ADMIRAL TO LORD NAPIER.

We announced, in yesterday's impression, the arrival at this port of the British steam-yacht *Syren*, having on board Lieutenant RICHARDSON, R. N., bearer of dispatches from the British Admiral Sir HOUSTON STEWART to Lord NAPIER. We have since learned some further and interesting particulars concerning the nature of Lieutenant RICHARDSON's mission.

It seems that the proceedings of British bruisers in the Gulf of Mexico have been a source of deep regret to the authorities at Bermuda, including the Admiral and Governor of the Island; and, though it was palpable that the accounts, as published in some of the American journals, were exaggerations, yet Sir HOUSTON STEWART at once took measures to allay public excitement in the United States. His action in the matter was honorable to himself, and will be appreciated by our people. As soon as the first news reached Bermuda, Admiral STEWART, without waiting for instructions from any quarter, sent out the war-steamer *Devastation* with orders to the officers in command of the gun-boats to stop at once the search and overhauling of American merchantmen. Some time would necessarily transpire before these orders could be delivered, but every exertion was made to secure their delivery as soon as possible.

Sir HOUSTON STEWART, after consulting with the Governor of Bermuda, then sent off such dispatches to Lord NAPIER as will tend to satisfy our Government and allay the excitement, not unjustly aroused, it must be admitted, among the people of the United States. At first it was contemplated to send a sailing vessel to New-York with a special messenger, but the Governor, in consideration of the urgency of the case, offered his steam yacht *Syren* for the service, and the offer was accepted. The *Syren* left Bermuda on the 9th, as mentioned, and reached this port on Monday.

The dispatches brought by Lieutenant RICHARDSON for Lord NAPIER, and with which he left at once for Washington, were of course sealed, but we have reliable information of the nature of their contents They are as pacific as any lover of peace could desire. We understand that the officers in command of British cruisers in the Gulf are admitted to have exceeded their instructions in firing into, boarding, and searching any American vessel. While expressing regret for what has occurred, the Admiral informs Lord NAPIER of the positive orders he has issued to prevent the recurrence of the proceedings complained of. As far as Sir HOUSTON STEWART is concerned, he has done all in his power to make reparation for the injuries to American commerce and the insults to the American flag, committed by British cruisers in the Gulf of Mexico; and we doubt not that, as soon as proper representations are laid before the British Government, they will approve the action of the Admiral, and give our Government all the satisfaction that it can reasonably demand.

We understand that Lieutenant RICHARDSON, the bearer of the dispatches, will remain a very short time in Washington, leaving there immediately for Halifax, in order to join the flag-ship *Indus*, which was appointed to sail from Bermuda for that port on the 15th instant.

A BERMUDIAN VIEW OF THE RECENT BRITISH AGGRESSIONS.

From the Bermuda Royal Gazette, June 8.

The New-York papers received by the *Eliza Baros*, are to the 29th May, inclusive. They one and all team with affidavits and protests, letters and articles bearing on the alleged outrages of the British naval force off Cuba on the American flag. There is such an evident strain of exaggeration in all these journals (the *Tribune* alone excepted) that the truth is quite beyond one's grasp, and it is not easy to determine whether in fact the United States have or have not sustained any insult or injury for which Great Britain is bound to make apology or reparation to that Power. If they have, if, whether from rashness or from ignorance, any officer in the Gulf has wantonly or lightly impeded American commerce or affronted the American flag, the British Government will, we again repeat, *make no difficulty in tendering to the Administration at Washington the most ample reparation.* This will be so whether Lord CLARENDON or Lord MALMESBURY may happen to preside over the Foreign Office, and whether Lord DERBY or Lord PALMERSTON may be the Prime Minister of the day.

But in fact the angry complexion of our present relations with the United States does not arise from any doubt that Great Britain is ready and willing to do what a powerful and free country ought to do, in the way of giving honorable satisfaction for outrages or offences committed, *but from the doctrine now advanced so generally and maintained so warmly in the States to the effect that notwithstanding all existing treaties for the suppression of the Slave Trade, notwithstanding the admitted liability to forfeiture of slavers when detected, an American vessel is entitled to immunity as such let her character or voyage be of what kind it may.* And this doctrine is propounded by General CASS, the Secretary of State, in terms, doubtless peculiarly palatable to the people of the United States, but which seems designed to challenge a most decisive dissent on the part of the British Government. If the demands of America were couched in language of less significance, we should have no fear of the result of the present difference. But can any Ministry in Great Britain accede to an exposition of the claims of the Washington Cabinet, *which virtually must put an end to all efforts at suppressing the traffic in slaves?*

The New-York *Herald*, which, of course, occupies the van in seeking to embroil the relations of the two countries, with great industry, has collected twenty-seven cases in which, as it alleges, the American flag has been insulted. The most cursory glance at the details of some of these will suffice to show how industriously this journal is bent on mischief-making. The details are so voluminous that we cannot possibly find room for even any considerable part of them, but going no further than the accounts given by the masters of vessels themselves, we cannot fail to see that there is a constant effort made by every master who comes in to become at once the hero of a fresh outrage. Yet some instances of more candor are found in nooks and corners of the papers, not a great many, indeed, yet enough to suggest to one the inquiry, how it happens that an officer who in one case has commented himself with all the decorum of a gentleman and all the delicacy of a Captain in charge of one of H. M.'s ships, performing an unpleasant duty, should the next be insulting in the most gross and offensive manner the governing constituencies of the United States peaceable visitor.

If after making as ample allowance as possible for the evident tendency to exaggeration, outright, we have reason to believe that the United States have, in fact, cause of just complaint in any one instance, the whole of the stories are absolutely false, watch we do not believe.

In N. York, as stated by an Army Witness, that American vessels were searched and boarded in the harbor of Eagle in Grande? If so, the duty of Her Majesty's Government, however painful, is not, we apprehend, questionable, and the Ministry of the day, whether Liberal or Conservative, *will not flinch from the performance of that duty.* Is it true that the lives of American seamen, and even of women and children on board American vessels, have been jeopardised by an armed attack on unoffending vessels? If it is, by all means let Great Britain do by the states to-day what she would expect them to do by her to-morrow under circumstances of similar gravity and importance.

The question which people at home will ask is, what should we expect our own Government to demand under the like circumstances? And whatever the answer may be, *the Ministry will hasten to act in the spirit of it*, and the people be forward to see that justice, ample and speedy justice, is done to the United States.

As regards the visitation of vessels at Sagua la Grande, we observe that the masters of the two vessels which were boarded by H. M. S. *Buzzard*, have reported at Boston that no indignities were offered to them. The indignation, they assert, was chiefly felt (as it ought to have been) by the Spanish authorities. The Spaniards were right. The independence of Spain was most seriously involved in this transaction, and to our minds it is far from palliating the conduct of the *Buzzard*, that an insult appears to have been offered to that weak and despised crown which no officer in her Majesty's service would have thought of offering to France or the United States, and if any consideration can render this affair more unaccountable than it otherwise would be, it is the obvious impolicy, we had almost said the madness, of committing an attack so certain of embroiling Spain with the United States, a state of things which every effort of Great Britain should aim at preventing by all honorable means.

The uncertainty to which we have before alluded as hanging over the transactions complained of, though sufficient to prevent any premature judgment being passed on any officer concerned in the alleged outrages on the high seas, is yet favorable to the enunciation of those broad principles on which the conduct of Great Britain on this occasion must be regulated. To announce at once the doctrines for which the two powers will contend is what is just and natural. And first we may say that this crisis *must at least result in a distinct understanding between the two countries as to the laws applicable to the right of visitation.* This most important question must no longer be left a matter of doubt or delicacy.

Indeed, it is obvious to observe how adroitly Gen. CASS seizes this opportunity of claiming for American vessels the highest possible rights of immunity on the high seas. It does not, of course, say that every vessel displaying the stars and stripes is to be considered exempt from inquiry, visitation, and even vigilance, on the part of British cruisers; but short of this he makes the boldest stand possible when he says that but the voyage of the *Creole* have been of what character soever, she carried papers showing her nationality, and therefore was not subject to search.

What the British Government may be expected to contend for is this—that, *whenever a just ground exists for suspecting a vessel on the high seas to be a slaver, she is subject to visitation, in order to ascertain her real character, and if, on investigation, she turns out to be a slaver, she is liable to capture.* We doubt whether Great Britain would allow any Ministry, whatever its home policy, to give up this most reasonable claim, and if the United States will not assent to it, it is not easy to foresee how the present questions can be amicably settled.

More British Visits.

BOARDING OF THE WESTMINSTER.

From the New-Orleans Delta.

We learn from Capt. WAMACK, of the packet ship *Westminster*, arrived yesterday, that when off Anguilla Island, on the 30th May last, he was boarded by an English man-of-war schooner, the Lieutenant of which came on board in a very unceremonious manner. After gaining the deck, with a sword by his side, he was courteously invited in the cabin, though the unfortunate Lieutenant seemed to be somewhat embarrassed at beholding a sad disappointment, for he accosted the ship's side with the golden hope that he had captured a slaver. Her Royal Majesty's official being asked, during his visit, if he did not take the *Westminster* to be a slaver, he replied that such was his reason for calling, and stated that he had captured, a few days previous, a ship of 1,200 tons burden, and $16,000 in gold. After taking the name of the ship, where from, &c., he took a very polite departure.

A VOLLEY INTO THE A. A. CHAPMAN.

From the same paper.

On Sunday morning, the 30th ult., the brig *A. A. Chapman*, Captain LAURENS, when eight miles from the island, and twenty from the Moro, was overhauled by the British steamer *Styx*. The sea at the time smooth and wind light. The brig was going about two miles an hour. The steamer fired a blank shot and set her colors. The brig also hoisted hers, keeping on her course. The steamer then ran along side within hailing distance, and fired a volley of small arms in her rigging, but as Captain L. still kept his way, the steamer was laid across his bows, her ports thrown open, and her guns run out. The brig was then hove to and catechized, and allowed to go on her way, the officer boarding remarking as he left, "Remember, Captain, this is H. B. M. war steamer *Styx*, and not the *Forward*," (the brig once having run away from the latter.) The Captain protested against the outrage, and on reaching Havana made a full statement of the affair, affidavits, &c., to be forwarded to Washington by the American Consul.

About twenty miles from Havana exchanged signals with a division of the Spanish fleet on a cruise for exercise and health.

COMMERCIAL AFFAIRS.

For Markets see Third Page.

Sales at the Stock Exchange—JUNE 15.

$1,000	Virginia 6s	93¾	300	Reading R. R	b3 43¾
20,000	Missouri St. 6s	86¾	250	do	43¾
10,000	do	b60 86¾	50	do	s10 43
30,000	do	b60 87	100	do	s30 41½
6,000	Cal. State 7s	87	70	do	s10 41½
1,000	Cal. State 7s, n.b.	85¾	200	do	s30 41¾
5,000	N. Car. St. 6s	97	200	do	s60 40
1,000	N.Y.Cen.R.S.Bs.	85	263	M. So. & N. Ia. R.	21½
4,000	N.Y.Cen. R.R.7s.	103½	50	do	s10 21½
1,000	Erie 4th Mtg. Bds.	60	50	La O. Mil. R.	43¼
11,000	Hud. & Ch. 2d m. b.	88	150	M.S.&N.Ia pf st.	b30 43¾
2,000	Harlem 2d M. 6s	74½	50	do	43¾
2,000	Ill. Cen. RR. Bds	85¾	50	do	43¾
5,000	do	86	50	do	b10 43
3,000	La. O. & Mil. l.g.b	30½	100	Panama R. R.	s60 108½
7,000	do	30	25	do	108¾
4,000	do	30½	100	Ill. Cen. R. R.	s30 85
1,000	Gal. & Ch. 2d m. b.	88	100	do	84
15	Bank of Commerce	103¼	40	Cleve. Col. & Cin. R.	93
50	Am. Ex. Bank	103	10	Gal. & Chic. R.R.	84½
20	Imp. & Tra. Bank	108½	50	do	b30 84½
50	Fms. Loan & Tr. Co.	80	50	do	84¼
23	Del. & Rud. Can. Co.	97½	279	do	s3 84
225	Pacific M.S.S. Co.	s90 78	200	do	s10 84
25	do	78	50	do	s20 84
75	do	s30 77	100	do	s30 84
1150	N. Y. Cen. R. R.	61¾	400	Cley. & Tol. R.R.	b3 34
700	do	b60 61¾	600	do	33¾
200	do	s3 61¾	100	do	b60 34
190	do	s10 61¾	150	do	s10 33¾
50	do	s10 61¾	600	Chi. & S. I. R. R.	x2
25	Erie Railroad	16¾	50	do	s10 71½
150	do	16¾	200	do	s30 71¾
1050	do	16¾	300	do	b30 72
90	Hud. River RR.	c 27¾	100	do	s10 72
10	do	27½	50	do	s30 72
50	do	s90 26½	100	Mil. & Miss. R. R.	s60 20
100	do	c 27¾	150	do	20¾
50	do	s3 27	100	do	s10 20¾
150	Harlem Railroad	10¾	100	do	b60 20¾
10	Second-av. R. R.	91¾	170	do	20¾

SECOND BOARD.

$7,000	Tenn. 6s, '20	93	100	Hud. Riv. R.R.	s30 26¼
2,000	Ohio 5s, '60	108½	50	do	26¾
10 000	Mich. C. R. 6s, 1st		50	do	26¾
	Mt. Stn'g F'd Con. Bs.	93¾	50	Mil. & Miss. RR.	20¼
1,000	Han. & St. J. R. 8s	60	25	do	b60 20¾
10	Pac. Mail Stm Co.	76¾	160	Erie Railroad	b30 16¾
50	do	s30 76	100	Reading R. R.	42¾
200	do	b30 75	100	do	43
200	do	s30 75	100	do	s30 43¾
175	Canton Co.	19	500	do	s3 43¾
30	N.Y. Cen. R. R.	81¾	600	do	s3 43
150	do	s30 81¾	700	do	43
100	do	b30 81¾	400	do	b3 43
50	do	b60 81¾	100	do	s30 43
200	do	s3 81¾	100	do	s30 43¾
50	do	s30 81¾	35	Mich S. & N. Ia pf.	st. 43
100	do	b30 82	100	Cley. & Tol. R.R.	33¾
300	do	s4 81¾			

REPORTED SALES BY AUCTION.

$1,000	California 7s	85	150 Mech. Bk. of Wmsb'g 140
2,000	C. of Wheeling 6s	33¼	20 New W'rld Fire I Co. 166
10	Imp. & Traders' Bk.	103¾	50 Safe. Fire Ins. Co. 49
10	Bk. State of N. Y.	104¼	10 Harm. Fire Ins. Co. 91

NEW-YORK, Tuesday, June 15—P. M.

The award of Treasury Bills by the Secretary, at Washington, was partially announced this morning as $2,805,000 at 4½ ₰ cent., and $1,195,000 at 4¾ ₰ cent. Among the bidders at the lowest rate, the Bank of Commerce secures $1,500,000; MARIE & KANZ, $300,000; HOFFMAN, CAMPBELL & Co., $100,000; and VAN VLECK, READ & DREXEL, $400,000; all of this City. The amount awarded at 4¾ ₰ cent is distributed among bidders who offered in the aggregate for nine millions dollars at this rate.

The following is the full list of all the bidders—successful and unsuccessful:

		Per cent.
G. S. Robbins & Son, New-York	$1,000,000	4¾
United States Trust Company	450,000	4¾
Oriental Mutual Insurance Co., do	25,000	5
Oriental Mutual Insurance Co., do	25,000	5⅛
Suffolk Bank, Boston	100,000	4¾
Suffolk Bank, Boston	100,000	5
Ætna Insurance Company, Hartford	100,000	5
Auguste Belmont, New-York	1,000,000	4¾
Tradesman's Bank, New-York	50,000	4½
Park Bank, New-York	400,000	5
New-Haven Bank	10,000	4¾
New-Haven Bank	20,000	4¾
New-Haven Bank	30,000	5
R. R. Robinson & Co., Wilmington D.	100,000	5
State Bank, Montpelier	50,000	5
East River Savings Institution, N. Y.	75,000	4¾
East River Savings Institution, N. Y.	50,000	4½
Appleton & Co., Baltimore	100,000	4¾
Appleton & Co., Baltimore	100,000	4¾
Appleton & Co., Baltimore	20,000	4¾
Appleton & Co., Baltimore	15,000	4½
Appleton & Co., Baltimore	10,000	5
McKim & Co., Baltimore	100,000	4¾
McKim & Co., Baltimore	100,000	4¾
McKim & Co., Baltimore	100,000	5
Trevor & Colgate, New-York	200,000	4¾
Trevor & Colgate, New-York	400,000	5
Benj. H. Field, New-York	75,000	4¾
Benj. H. Field, New-York	100,000	5
Bank of Metropolis, Washington	100,000	5
Bank of Metropolis, Washington	100,000	4¾
Bank of Republic, Washington	100,000	5
Bank of Republic, Washington	100,000	4¾
Corcoran & Riggs, Washington	50,000	5
Corcoran & Riggs, Washington	50